

Valero Crude by Rail Project
Public Comments received Revised DEIR Public Review Period
September 26- October 2, 2015

Commenter	Date Received
Organizations	
International Brotherhood of Electrical Workers Local 180	29-Sep-15
Individuals	
Jim Kirchhoffer	28-Sep-15
Jelayn Sansome	29-Sep-15
Gregory Yuhas	29-Sep-15
Scott MacKeon	29-Sep-15
Antoinette Ambrosio	29-Sep-15
Marisa Strange	29-Sep-15
Amjed Manasrah	29-Sep-15
Pat Toth-Smith	29-Sep-15
Marjorie Xavier	29-Sep-15
Jessica Aldridge	29-Sep-15
Cynthia McMath	29-Sep-15
Sarah McCoy	29-Sep-15
MarilynChilcote	29-Sep-15
Melanie Watson	29-Sep-15
KJ Linarez	29-Sep-15
Doris Eckel	29-Sep-15
LisAnne Becotte	29-Sep-15
Dolores Cohenour	29-Sep-15
Jerry Eckel	29-Sep-15
Jorge De Cecco	29-Sep-15
Tanya Rincon	29-Sep-15
Beatriz Pallanes	29-Sep-15
Diane Lamont	29-Sep-15
Tara Veino	29-Sep-15
Katherine Calvert	29-Sep-15
Tanya Salof	29-Sep-15
Elizabeth Lasensky	29-Sep-15
Elizabeth Vega	29-Sep-15
Susan Goldberg	29-Sep-15
Pamela Rogers	29-Sep-15
Jerry Persky	29-Sep-15
Alicia Jackson	29-Sep-15
Robert Burk	29-Sep-15
Cynthia Obyrne	29-Sep-15
Carol Glau	29-Sep-15
Pat Long	29-Sep-15

Kara Kukovich	29-Sep-15
Camille Cardinale	29-Sep-15
David Anderson	29-Sep-15
Janna Burt	29-Sep-15
Angee Sylvester	29-Sep-15
Alice J Felix	29-Sep-15
Sandra McColley	29-Sep-15
Amanda Holland	29-Sep-15
Ann Sullivan	29-Sep-15
Jackie Pomies	29-Sep-15
Kim Peterson	29-Sep-15
Cinzia Paganuzzi	29-Sep-15
Janet Soppeland	29-Sep-15
Anne Kobayashi	29-Sep-15
Greg Rosas	29-Sep-15
Yazmin Gonzalez	29-Sep-15
Nancy Szymczak	29-Sep-15
Astrid Giese-Zimmer	29-Sep-15
Julie Javrotsky	29-Sep-15
Jo Ann Toro	29-Sep-15
Emily Bryant	29-Sep-15
Dale Peterson	29-Sep-15
Nicole Fountain	29-Sep-15
Jesse Calderon	29-Sep-15
Carol Vallejo	29-Sep-15
Gerald McKeelvey	29-Sep-15
Claudia McDonagh	29-Sep-15
Bianca Molgora	29-Sep-15
David Levitt	29-Sep-15
Mary Hanselmann	29-Sep-15
Susie Barton	29-Sep-15
Charles Taylor	29-Sep-15
Catherine George	29-Sep-15
Susan Walp	29-Sep-15
Jan Kampa	29-Sep-15
Peter Menchini	29-Sep-15
Donna Olsen	29-Sep-15
John Harris	29-Sep-15
Kunal Natu	29-Sep-15
Mahin Charles	29-Sep-15
James Kyne	29-Sep-15
Janine Briggs	29-Sep-15
Susan Posner	29-Sep-15
Roberta Lewis	29-Sep-15
Ellen Barron	29-Sep-15

Dobby Sommer	29-Sep-15
Tad Sullivan	29-Sep-15
Sam Sheppard	29-Sep-15
Joseph Pluta	29-Sep-15
Edward Maupin	29-Sep-15
Mary Rojeski	29-Sep-15
Steve Ongerth	29-Sep-15
Ernest Boyd	29-Sep-15
Antonia & Andrew Chianis	29-Sep-15
William Grosh	29-Sep-15
Susant Porter	29-Sep-15
Graciela Huth	29-Sep-15
Tom Falvey	29-Sep-15
Edward Costello	29-Sep-15
Joseph Shulman	29-Sep-15
Jack Sardegna	29-Sep-15
Anna Narbutovskih	29-Sep-15
Marisa Landsberg	29-Sep-15
Linda B	29-Sep-15
Andrea Corredor	29-Sep-15
Lily Mejia	29-Sep-15
Richard Dawson	29-Sep-15
PP Soucek	29-Sep-15
Barry Kaufman	29-Sep-15
Laurie McLaughlin	29-Sep-15
Wendy Roberts	29-Sep-15
George Hague	29-Sep-15
Mary Reed	29-Sep-15
Olivia Eielson	29-Sep-15
John Wiesner	29-Sep-15
Judy Youngman	29-Sep-15
Shanhuan Manton	29-Sep-15
Patty Linder	29-Sep-15
Janie Anderson	29-Sep-15
Terri Hebert	29-Sep-15
Nicole Lopez-Hagan	29-Sep-15
Querido Galdo	29-Sep-15
David Woodland	29-Sep-15
Ron Schutte	29-Sep-15
Paula Yurkovitch	29-Sep-15
Jill Blaisdell	29-Sep-15
Maureen McGee	29-Sep-15
Keith Morris	29-Sep-15
Michael Terry	29-Sep-15
L Parrish	29-Sep-15

Mary Kay Rodarte	29-Sep-15
Jan Cox Golovich	29-Sep-15
Karl Koessel	29-Sep-15
Susan Schacher	29-Sep-15
Ed Noonan	29-Sep-15
Marc Woerschling	29-Sep-15
Cathy Bennett	29-Sep-15
Stephen Weitz	29-Sep-15
Dawn Tesluk	29-Sep-15
William Maya	29-Sep-15
Kellie Gallagher	29-Sep-15
Diane Bailey	29-Sep-15
Kathy Carroll	29-Sep-15
Teri Forester	29-Sep-15
Lacey Hicks	29-Sep-15
John Delgado	29-Sep-15
Michael Handforth	29-Sep-15
Ellen Koivisto	29-Sep-15
Leonard Chandler	29-Sep-15
Stef van der Made	29-Sep-15
Connie Stomper	29-Sep-15
Robert Pound	29-Sep-15
Joanne Thielen	29-Sep-15
Maria Bon	29-Sep-15
Lindalee Hatch	29-Sep-15
Kate Leahy	29-Sep-15
Les Roberts	29-Sep-15
Paul LaBerge	29-Sep-15
Ken Stack	29-Sep-15
Robert Russo	29-Sep-15
Debbie Cunningham	29-Sep-15
Frances Martin	29-Sep-15
Hod Gray	29-Sep-15
Tamyra Rice	29-Sep-15
Michael Rotcher	29-Sep-15
Arthur Connor	29-Sep-15
Christine Sepulveda	29-Sep-15
Li-hsia Want	29-Sep-15
Beth Shafer	29-Sep-15
Jamie Green	29-Sep-15
Darien De Lu	29-Sep-15
Harold Withers	29-Sep-15
Richard Tonsing	29-Sep-15
Regina Flores	29-Sep-15
Ben Rice	29-Sep-15

Bill Hilton	29-Sep-15
Abel Perez	29-Sep-15
Robert Hicks	29-Sep-15
David McKeever	29-Sep-15
Marianne Shaw	29-Sep-15
Michelle MacKenzie	29-Sep-15
Clarence Hagmeier	29-Sep-15
Marjorie Moss	29-Sep-15
Chuck Wieland	29-Sep-15
Russell Weusz	29-Sep-15
Elizabeth Shore	29-Sep-15
Gregg Johnson	29-Sep-15
Marilyn Martin	29-Sep-15
Rebecca Frey	29-Sep-15
Arlene Stevens	29-Sep-15
Janet Miller	29-Sep-15
Karen Valentine	29-Sep-15
Mary Markus	29-Sep-15
Annette Saint John Lawrence	29-Sep-15
Vance Lausmann	29-Sep-15
Lori Shimabukuro	29-Sep-15
William Briggs	29-Sep-15
Aggie Lukaszewski	29-Sep-15
Marilyn A Moore	29-Sep-15
Deborah Filipelli	29-Sep-15
Rick Luttmann	29-Sep-15
John Fioretta	29-Sep-15
Andrea Krol	29-Sep-15
Matthew O'Brien	29-Sep-15
Michael & Diane McGrath	29-Sep-15
Annette Raible	29-Sep-15
Charlene Root	29-Sep-15
David Woods	29-Sep-15
Sue Bassett	29-Sep-15
Brandy Priest	29-Sep-15
Ed & Linda Yarbrough	29-Sep-15
Stephen Rosenblum	29-Sep-15
Carla Cicchi	29-Sep-15
Ronit Corry	29-Sep-15
Holly Yokoyama	29-Sep-15
Edwina White	29-Sep-15
Diane Miller	29-Sep-15
Suzanne Kleiman	29-Sep-15
S. Grinthal	29-Sep-15
Yvette Doublet-Weislak	29-Sep-15

David Neikmap	29-Sep-15
James Brian MacDonald	29-Sep-15
Roger Straw	29-Sep-15
Maria Teresa Matthews	29-Sep-15
Pat Toth-Smith	29-Sep-15
Darren Ratekin	29-Sep-15
Gina Day, O.D.	30-Sep-15
Denise Janssen Eager	30-Sep-15
Michelle Oroz	30-Sep-15
Gary & Virginia Cady	30-Sep-15
Paul Rea	30-Sep-15
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Devan Phenix	30-Sep-15
Sarah Bates	30-Sep-15
Kareb Laslo	30-Sep-15
Chris Nelson	30-Sep-15
Carol Denney	30-Sep-15
Bea Linn	30-Sep-15
Richard Matthews	30-Sep-15
James Egan	1-Oct-15
Joseph Rizzi	1-Oct-15
Julie Ostoich	1-Oct-15
Laura Herndon	1-Oct-15
Joni Clark Stellar	1-Oct-15
Allen Kaplan	1-Oct-15
Tonatiuh Beltran	2-Oct-15
Danny Crumpton	2-Oct-15
Jamie Zazow	2-Oct-15

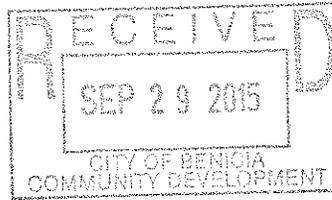


LOCAL UNION 180

INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS

SERVING NAPA AND SOLANO COUNTIES SINCE 1901

STAN NELSON
PRESIDENT



DAN BROADWATER
BUSINESS MANAGER

To the Benicia City Officials,

September 28, 2015

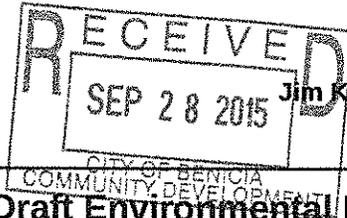
As the Business Manager of IBEW Local 180, I represent over 600 Electricians throughout Napa and Solano Counties. Many of these have worked at the Valero Benicia Refinery on various projects. Though our electricians work on a variety of projects, no matter how big or how small, the Valero Benicia Refinery demonstrates a day-to-day dedication to safety. Their site is one of the newest in the nation and the refinery's emphasis on extensive standards and protocols ensures a safe work environment for all. The safety culture of Valero is one of the many reasons I support the crude by rail expansion.

This project has been in review for almost three years and still remains an opportunity for the refinery to access a domestic crude oil source while creating local good paying jobs. The Valero Benicia Refinery already provides 450 local jobs for Benicia and stimulates 3,900 in the region. Finishing the crude by rail project would create 20 permanent jobs, 120 construction jobs and increase the tax revenue flow to the City. Being the largest employer in Benicia, Valero provides 25% of the City's General Fund. Additional revenue can help fulfill budget shortfalls forecasted by the City Financial Director and help pay for essential day-to-day services, like staffing for our police and firefighters.

Fair wages, economic activity stimulated by construction and the temporary jobs it requires, and a commitment to community safety make Valero a community partner that benefits us all. I urge you to support this Crude by Rail project as it is a win-win proposition.

Thank you,

Dan Broadwater
Business Manager IBEW Local 180



Jim Kirchhoffer <jamesrichardhawleywagner@gmail.com>

The New Revised Draft Environmental Impact Report.2 messages

Jim Kirchhoffer <jamesrichardhawleywagner@gmail.com>

Thu, Sep 24, 2015 at 3:02 PM

To: Benicia Herald Editorial <beniciaherald@gmail.com>

The title alone is enough to make a casual reader turn on football or a cooking show. The new report, after an outcry from our local citizens, is just as numbing and distortive as the first one. It will be open for discussion next Tuesday, September 29.

At the meeting last year, I offered a request for details on how the figure for potential rail disasters of .001 % was computed. It was also stated as one potential derailment every 111 years!

This particular statistic was picked up by the national and state press and others, to the confusion of all. Since I represent no one of any importance, I was not surprised to see it was not addressed in the new report. The new report does, however, admit to 4 oil train bomb derailments events this year. I think there have now been five. Irregardless, as we say back in Indiana, that's a jolly big difference from one every 111 years or .001%!

Do they really think we're that stupid ? I guess so.

In other words, fellow readers and citizens, the new report as well as the first report is a rigged, crafted, professional snow job to sell us a bill of goods.

Valero paid for it. That's the way the process works. And they sure got their money's worth! Yes Valero is a very good neighbor. They fund many local activities, and put up, I understand, 25% of our town's budget. But what is the core of the deal?

Valero wants to cut half of the marine crude that comes in to receiving that same amount by train. See, no increase in oil we refine at all, just this switch in transportation. What's the problem with that?

Why are they so eager ?

Well, as a local friend reminds me, "Follow the money". There is fantastic profit in Bakkan crude, and the only way to get it to Benicia is by rail. In cars that explode in derailments into massive fires that firefighters have to let simply burn out. Which cars can not be replaced for several years, at best. On rail lines that transverse some of our most beautiful and treasured waterways. And in the southern Nevada route--one of three ways into the state--the report itself reveals that 82% of that rail line has rails that are on the 3-4 scale, verses the 4-5 that Amtrak and the rest of Union Pacific use. And we have no power or control over which line Union Pacific uses.

Valero wants to make a lot more money. Nothing wrong with that. In fact that's their legal mandate; increase profit for their shareholders. If the CEO doesn't, the Board of Directors fires him. That's the way the game is played.

And the way we play the game is to reject the Environmental Report. It is a farce, and if you have read either or both, you will see that right away. The only way to get this terribly dangerous crude oil away is to stop Valero from changing their current transportation procedure. Before this plan of Valero, there were no complaints. No rally's and demonstrations and hundreds of people crowing into Council chambers to protest.

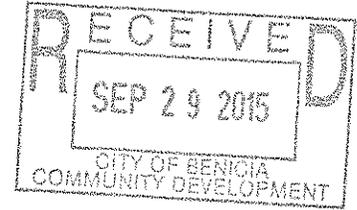
Valero can go on just as they have been doing, which seems to have been working well for them. We can go on feeling safe in our homes and town. Do we really want 2(two) 50 oil tank car trains per day rolling into Benicia each and everyday ?

I think not. What's in it for us ? Hope you can come to the meeting next Tuesday.

Jim Kirchhoffer

Amy Million

From: Sansone, Jelayn <Jsansone@csum.edu>
Sent: Tuesday, September 29, 2015 9:45 AM
To: Amy Million
Cc: Len Sansone (lsansone@geiconsultants.com)
Subject: Valero Crude By Rail Project
Attachments: crudeoilhazards-public.pdf



Hi Amy,

We are residents of Benicia and very concerned about the crude oil safety and health hazards to the entire community in Benicia. Please see attached article explaining the health hazards of crude oil.

We are also concerned about the risk associated for this highly flammable liquid. Benicia is a small residential community and it will literally be devastating if there is an accident involving crude by rail.

We Opposed bringing Crude Oil by rail to Bencia.

Jelayn Sansone

Email: jsansone@csum.edu

Crude Oil and Your Health

Crude oil contains highly toxic chemicals that can evaporate and blow in from the ocean, across neighborhoods and towns.

You may smell the odor of these chemicals.

Children and the Elderly are Especially Vulnerable

Exposure to crude oil in the air can cause difficulty breathing, headaches, dizziness, nausea, and confusion. Even brief exposure can cause health problems for people with asthma, COPD, and other respiratory problems. Direct contact with contaminated water can cause skin damage.

Delayed effects of crude oil exposure can include liver, kidney, respiratory, reproductive, blood, immune system and nervous system damage, cancer and birth defects. The occurrence and nature of harm will depend on exposure and individual factors, but some people are more susceptible:

Children are at higher risk for many reasons.

Pregnant women are also at higher risk, and so are their babies.

Elderly & those with health problems may be at higher risk.

Protection

Preventing exposure is the best way to prevent health problems.

Be aware of odors and pollution alerts that warn of air pollution. Avoid contact with oily sand, soil, animals, plants or other materials. Vulnerable people in high pollution areas can consult their health care providers about ways to reduce their exposure and remain healthy.

For additional information and resources see:

www.sciencecorps.org/crudeoilhazards.htm

www.waterkeeper.org

This handout does not provide medical advice. If you are experiencing any health problems, obtain local medical care as soon as possible.

September 28, 2015

City of Benicia Community Development Department

Attention: Amy Million

250 East L Street

Benicia, CA 94510

RE: Comments on *Revised Draft Environmental Impact Report SCH #201305207*

Dear Ms. Million

The requested *Use Permit Application 12PLN-003* to build a tank car unloading facility at the Valero refinery has been thoroughly vetted by the City of Benicia and the results documented in the *Draft Environmental Impact Report (DEIR)* and the *Revised Draft Environmental Impact Report SCH #201305207 (RDEIR)*, as required pursuant to the *California Environmental Quality Act (CEQA)*.

CEQA requires an Environmental Impact Report (EIR) to: inform the public and decision makers of the environmental impacts of a proposed project; ways significant adverse impacts might be minimized and alternatives to the project.

CEQA Guidelines Sec. 15003 (i) states: "CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document. (Kings County Farm Bureau v. City of Hanford(1990) 221 Cal.App.3d 692)"

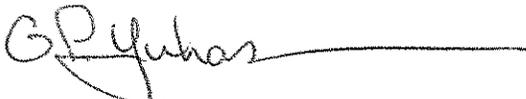
Recognizing this guidance, I have read the DEIR and the RDEIR and find them consistent with CEQA Guidelines, California Code of Regulations, Division 6, Chapter 3, Articles 1-20.

In addition, it appears the RDEIR is responsive to public comments received before September 15, 2014, and late comments received on October 2, 2014 from Scott J. Lichtig, Deputy Attorney General for Kamala D. Harris, Attorney General, Department of Justice, State of California.

Recognizing the comprehensive and timely nature of the RDEIR, I implore the Planning Commission to: solicit public comments on the RDEIR within the 45 day review period, not accept any comments received after the published comment period, and publish the Final EIR consistent with available staff resources. Hopefully the Commission could vote on *Permit Application 12PLN-003* within one month of the publication of the Final EIR.

I remain concerned that the CEQA is being used to delay and stop necessary and appropriate projects that benefit the citizens of our country.

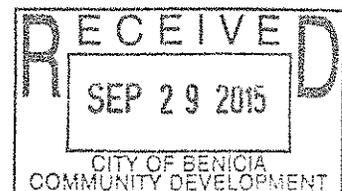
Respectfully,



Gregory P. Yuhas

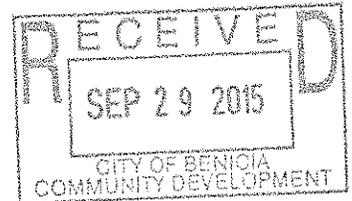
790 West J Street

Benicia, CA 94510



Amy Million

From: Scott MacKeon <mackeonf@aol.com>
Sent: Monday, September 28, 2015 11:37 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

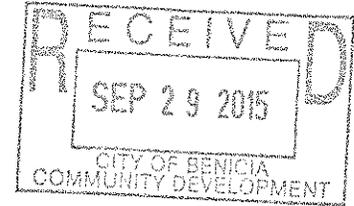
Sincerely,

Scott MacKeon
27049 Portsmouth Ave
Hayward, Ca., California 94545

<<http://click.actionnetwork.org/mpss/o/2gA/kLwXAA/t.1qu/ndWBVRAoTS6KeJLq7cnfuA/o.gif>>

Amy Million

From: Antoinette Ambrosio <tambrosio123@yahoo.com>
Sent: Monday, September 28, 2015 10:54 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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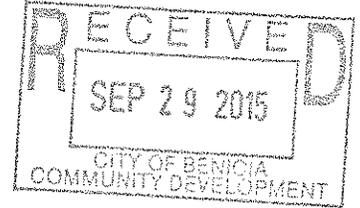
Sincerely,

Antoinette Ambrosio
225 Hermosa ave.
Long Beach, California 90802

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qu/dwfSlorgThWB42Rq6Yy6WA/o.gif>>

Amy Million

From: Marisa Strange <strange523@yahoo.com>
Sent: Monday, September 28, 2015 9:46 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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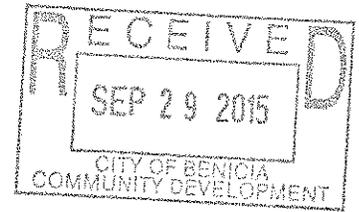
Sincerely,

Marisa Strange
3124 E. 1st Street
Long Beach, California 90803

<http://click.actionnetwork.org/mpss/o/2wA/kLwXAA/f.1qu/r5j2hv1kQP6YDjtL_JKP-Q/o.gif>

Amy Million

From: amjed manasrah <amjedmanasrah@yahoo.com>
Sent: Monday, September 28, 2015 10:36 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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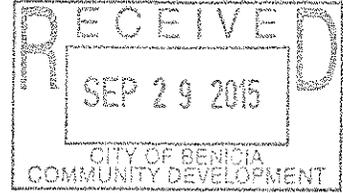
Sincerely,

amjed manasrah
18434 Lakepointe Dr.
Riverside, California 92503

<<http://click.actionnetwork.org/mpss/o/1QA/kLwXAA/f.1qt/iRbflfnRYy88I9jbtGG2A/o.gif>>

Amy Million

From: Pat Toth-smith <pattothsmith@aol.com>
Sent: Monday, September 28, 2015 10:15 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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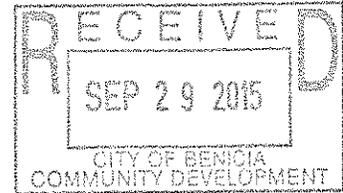
Sincerely,

Pat Toth-smith
315 west K st
Benicia, California 94510

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qt/A3HAHrtaQmSAhzTzeKza8A/o.gif>>

Amy Million

From: marjorie xavier <marjorie618@aol.com>
Sent: Monday, September 28, 2015 9:18 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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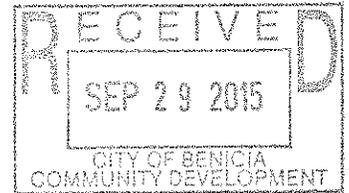
Sincerely,

marjorie xavier
3252 guillermo place
hayward, California 94542

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qt/JijiNxO0Q02tz7NwR-KEFQ/o.gif>>

Amy Million

From: Jessica Aldridge <Jessa05@yahoo.com>
Sent: Monday, September 28, 2015 12:37 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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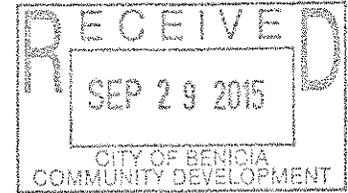
Sincerely,

Jessica Aldridge
PO Box 10842
Burbank, California 91510

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qt/iAxa35T0SsGQDqiRrdIERA/o.gif>>

Amy Million

From: Cynthia McMath <cynmcm@yahoo.com>
Sent: Sunday, September 27, 2015 7:58 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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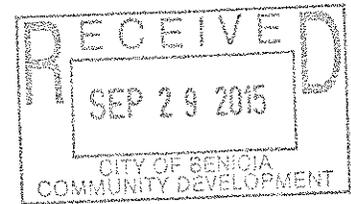
Sincerely,

Cynthia McMath
12350 Anderson Valley Way
Boonville, Texas 95145

<<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/t.1qt/Bu3LXadQReyFzPP6s4WC4g/o.gif>>

Amy Million

From: Sarah McCoy <sarahjmccoy@yahoo.com>
Sent: Sunday, September 27, 2015 7:15 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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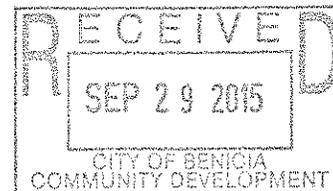
Sincerely,

Sarah McCoy
233 Valley Street
San Francisco , California 94131

<http://click.actionnetwork.org/mpss/o/3gA/kLwXAA/t.1qt/R_t869pbS1WFavKEMm9Pkg/o.gif>

Amy Million

From: Marilyn Chilcote <Marilyn.Chilcote@yahoo.com>
Sent: Sunday, September 27, 2015 5:19 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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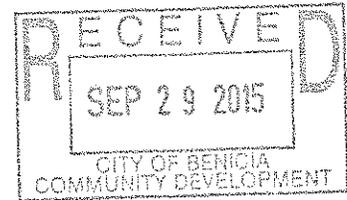
Sincerely,

Marilyn Chilcote
330 Parkview Ter.
Oakland, California 94610

<<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qt/L0D7FDnGTJefKE0h57Xltw/o.gif>>

Amy Million

From: melanie watson <mctw925911@aol.com>
Sent: Sunday, September 27, 2015 4:59 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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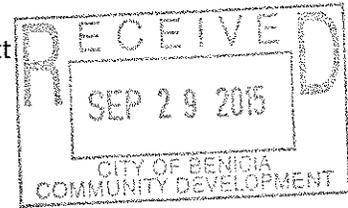
Sincerely,

melanie watson
29190 stonewood road #30
temecula, California 92591-3793

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.lqs/hy9xlStvT9qzaStfJ4ctmw/o.gif>>

Amy Million

From: KJ Linarez <kjlinarez@yahoo.com>
Sent: Sunday, September 27, 2015 4:41 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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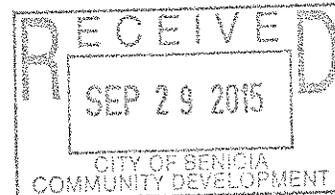
Sincerely,

KJ Linarez
5249 Manzanita
Carmichael, CA , California 95608

<<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qs/3QbU-11MSyu-NaYRRqcVGA/o.gif>>

Amy Million

From: Doris Eckel <dorisnettereckel@yahoo.com>
Sent: Sunday, September 27, 2015 12:21 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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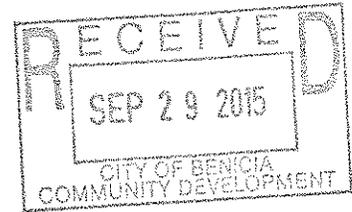
Sincerely,

Doris Eckel
2924 Jacaranda way
Hemet, CA , California 92545

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qs/fpYKE6fUQu-PDGoye-KONQ/o.gif>>

Amy Million

From: LisAnne Becotte <lbecotte@yahoo.com>
Sent: Sunday, September 27, 2015 11:46 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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What is your proposal to combat the harm to Nature?

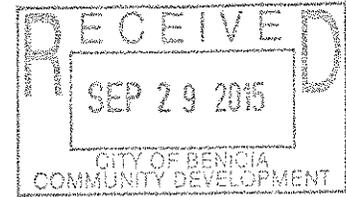
Sincerely,

LisAnne Becotte
518 Starlight LN
Arroyo Grande, California 93420

<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/f.1qs/5K-Ud9yFSViY_4MVeMjplw/o.gif>

Amy Million

From: Dolores Cohenour <doloresviola@yahoo.com>
Sent: Sunday, September 27, 2015 11:15 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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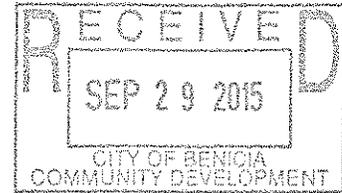
Sincerely,

Dolores Cohenour
3023 Alcott Street
San Diego, California 92106

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qs/e14ioq6TQvauY7YC-dNyEA/o.gif>>

Amy Million

From: Jerry Eckel <jerryeckel@aol.com>
Sent: Sunday, September 27, 2015 7:31 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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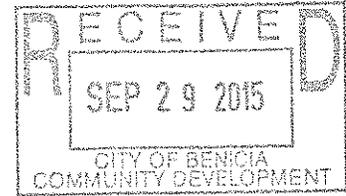
Sincerely,

Jerry Eckel
12454 Marva Ave
Granada Hills, California 91344

<<http://click.actionnetwork.org/mpss/o/1AA/kLwXAA/t.1qs/q9AkWevPQXy3beiznxkgcQ/o.gif>>

Amy Million

From: Jorge De Cecco <bndass@yahoo.com>
Sent: Sunday, September 27, 2015 1:51 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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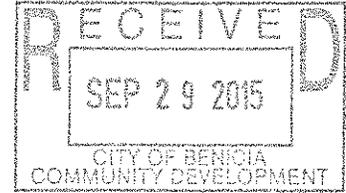
Sincerely,

Jorge De Cecco
705 North State Street # 268
Ukiah, California 95482

<<http://click.actionnetwork.org/mpss/o/0wA/kLwXAA/t.1qs/Z5yFa1NQS6idk8LDJgTsUA/o.gif>>

Amy Million

From: Tanya Rincon <true2youandme@yahoo.com>
Sent: Saturday, September 26, 2015 10:57 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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Sincerely,

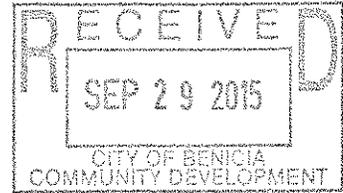
Tanya Rincon
4 robin hill lane
laguna hills, California 92653

<<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qs/kc-Ap2GES-GAFeG3sPcjAw/o.gif>>

Amy Million

From: Beatriz Pallanes <ez2beawith@yahoo.com>
Sent: Saturday, September 26, 2015 9:20 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project

Principal Planner, Benicia Community Development Department Amy Million,



Dear Mrs. Million,

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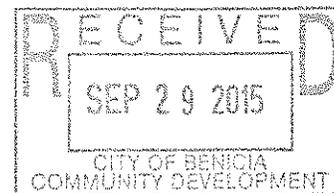
Sincerely,

Beatriz Pallanes
2514 W. Lingan Ln.
Santa Ana, California 92704-3131

<http://click.actionnetwork.org/mpss/o/4gA/kLwXAA/f.1qs/Z6rHtRd_TJOneAjLsh5Q7Q/o.gif>

Amy Million

From: Diane Lamont <dnlamo@yahoo.com>
Sent: Saturday, September 26, 2015 6:38 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Diane Lamont
11922 Tennessee Ave.
Los Angeles, California 90064

<<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qs/DW5P9pWeS32-hDvVuoSBGQ/o.gif>>

Amy Million

From: Tara Veino <tara_veino@yahoo.com>
Sent: Saturday, September 26, 2015 3:02 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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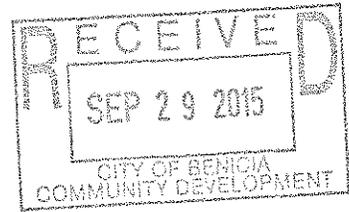
Sincerely,

Tara Veino
1325 Pacific Highway Unit 108
San Diego, California 92101

<http://click.actionnetwork.org/mpss/o/0wA/kLwXAA/f.1qr/fK_AaxCXS1WC_nFRXz5ZIA/o.gif>

Amy Million

From: Katherine Calvert <kmcalvert@aol.com>
Sent: Saturday, September 26, 2015 3:00 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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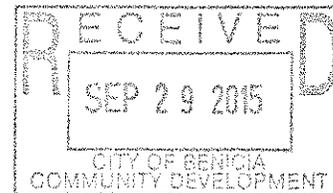
Sincerely,

Katherine Calvert
1204 Talbot Avenue
Berkeley, California 94706

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qr/LWKzkp3ZQGGI8O6o4WWWjA/o.gif>>

Amy Million

From: Tanya Salof <tanyasalof@yahoo.com>
Sent: Saturday, September 26, 2015 2:46 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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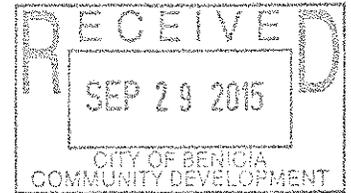
Sincerely,

Tanya Salof
3051 Doolittle
Arcadia , California 91006

<<http://click.actionnetwork.org/mpss/o/4AA/kLwXAA/t.lqr/QKHCr6PTeSfk6JIEdkXOA/o.gif>>

Amy Million

From: Elizabeth Lasensky <elasensky@yahoo.com>
Sent: Saturday, September 26, 2015 1:29 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I live in the up-rail community of Davis, CA. I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community and potentially other communities from the point of origin of the trains to the terminus.

The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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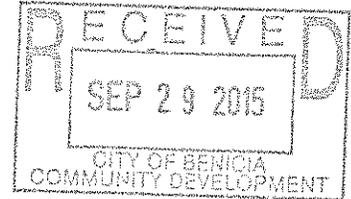
Sincerely,

Elizabeth Lasensky
187 Full Circle
Davis, California 95618

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/E5s6jqWaS0qnqOS6gBXAHQ/o.gif>>

Amy Million

From: Elizabeth Vega <evega56@yahoo.com>
Sent: Saturday, September 26, 2015 1:28 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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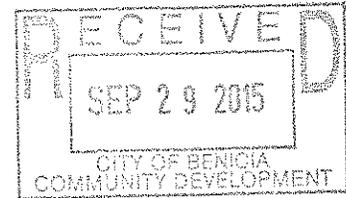
Sincerely,

Elizabeth Vega
209 Hummingbird Ct
Healdsburg, California 95448

<<http://click.actionnetwork.org/mpss/o/5QA/kLwXAA/f.1qr/honKHeq1SiOGf5qc8B1QhA/o.gif>>

Amy Million

From: Susan Goldberg <sgoldb5785@aol.com>
Sent: Saturday, September 26, 2015 12:38 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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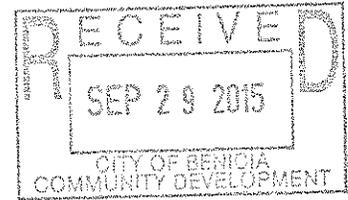
Sincerely,

Susan Goldberg
1609 Arbor Dr.
Glendale, California 91202

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Amy Million

From: pamela rogers <rogerspamela6969@yahoo.com>
Sent: Saturday, September 26, 2015 12:07 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

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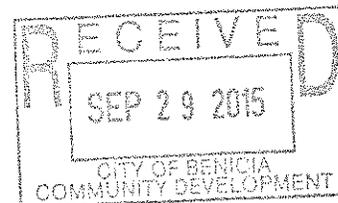
Sincerely,

pamela rogers
10015 Alondra Blvd
Bellflower, California 90706

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/iF1bVTy0S5G2MnRanbsjmg/o.gif>>

Amy Million

From: jerry persky <jpersky48@aol.com>
Sent: Saturday, September 26, 2015 11:53 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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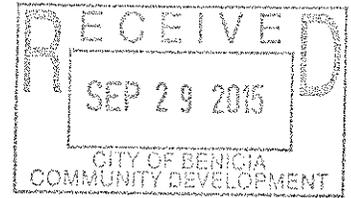
Sincerely,

jerry persky
859 princeton street
santa monica, California 90403-2217

<<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/f.1qr/RG8fw4VLQBmam4TgvGJcVA/o.gif>>

Amy Million

From: Alicia Jackson <lametreza@yahoo.com>
Sent: Saturday, September 26, 2015 10:07 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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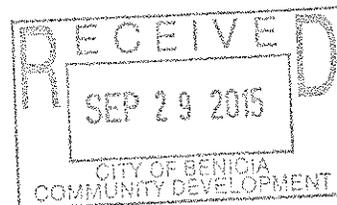
Sincerely,

Alicia Jackson
401 Goheen Circle
Vallejo, California 94591

<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/t.1qr/_oI3NFmkToO_BJIUu5wWfQ/o.gif>

Amy Million

From: Robert Burk <bobbajo@aol.com>
Sent: Saturday, September 26, 2015 9:40 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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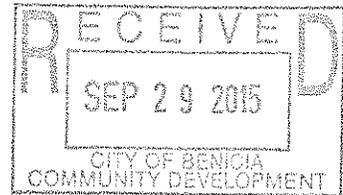
Sincerely,

Robert Burk
611 Woodruff Ave.
Los Angeles, California 90024

<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/qQevgqjR5WVunG5bwF_sw/o.gif>

Amy Million

From: Cynthia OByrne <cyndiob1@yahoo.com>
Sent: Saturday, September 26, 2015 8:56 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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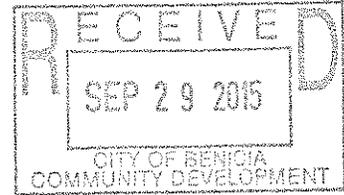
Sincerely,

Cynthia OByrne
4045 Sagan Ct
Lompoc , California 93436

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/HDKKIZboTtq7ofyRxnFVg/o.gif>>

Amy Million

From: CAROL GLAU <carolglau2004@yahoo.com>
Sent: Saturday, September 26, 2015 8:21 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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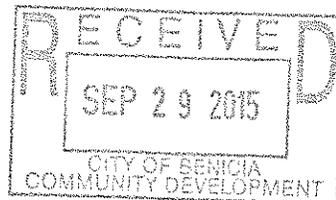
Sincerely,

CAROL GLAU
16401 San Pablo Ave
s, California 94806

<http://click.actionnetwork.org/mpss/o/3QA/kLwXAA/t.1qr/yfv8_pv7QvC31CBlo2J87g/o.gif>

Amy Million

From: Pat Long <gnollraetap@yahoo.com>
Sent: Saturday, September 26, 2015 6:51 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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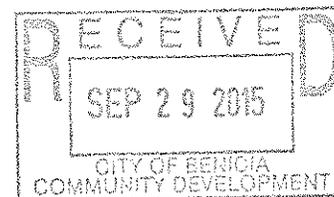
Sincerely,

Pat Long
720 Commons Dr.
Sacramento, California 95825

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qr/fAhxai4qQ2atATG52HJ2CQ/o.gif>>

Amy Million

From: Kara Kukovich <karakukovich@yahoo.com>
Sent: Saturday, September 26, 2015 4:38 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

Please put a stop to Valero's proposed oil train offloading facility in Benicia. It is destructive to our environment, dangerous to public safety and will perpetuate our addiction to oil and climate change.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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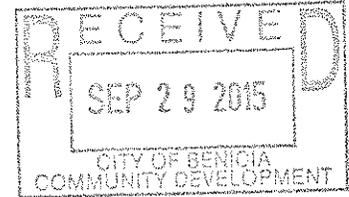
Sincerely,

Kara Kukovich
217 Triunfo Cyn Rd
Westlake Village, California CA

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/f.1qr/8lzuuB6cQQmwauh41Q3gLg/o.gif>>

Amy Million

From: camille cardinale <bsugarpinup@yahoo.com>
Sent: Saturday, September 26, 2015 1:28 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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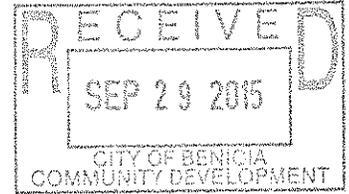
Sincerely,

camille cardinale
11645 montana ave
los angeles, California 90049

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Amy Million

From: David Anderson <dca1892@yahoo.com>
Sent: Saturday, September 26, 2015 12:54 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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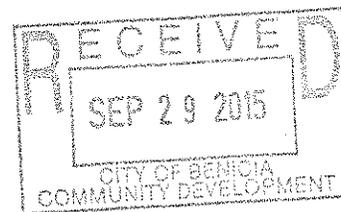
Sincerely,

David Anderson
412 Englewood Ln.
Modesto, California 95356

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qr/aszQdOJEQ3ODNQJCAF-BMg/o.gif>>

Amy Million

From: Janna Burt <JannaBannana@aol.com>
Sent: Friday, September 25, 2015 11:22 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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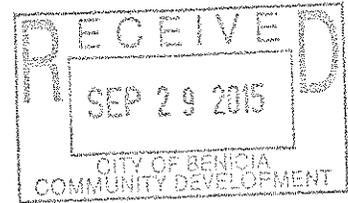
Sincerely,

Janna Burt
1412 Lakewood Dr.
West Sacramento, California 95691

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qr/oaOIVbNS1qyX143h5YuDA/o.gif>>

Amy Million

From: Angee Sylvester <ang_s01@yahoo.com>
Sent: Friday, September 25, 2015 10:39 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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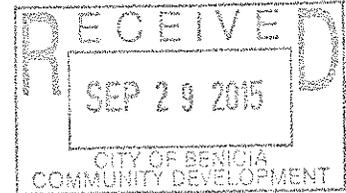
Sincerely,

Angee Sylvester
2154 W. Avenue K15
Lancaster, California 93536

<<http://click.actionnetwork.org/mpss/o/2wA/kLwXAA/t.1qr/NG1ff3Y4S8KzUtUo1u8jsg/o.gif>>

Amy Million

From: Alice J. Felix <aliceholthouse@yahoo.com>
Sent: Friday, September 25, 2015 10:10 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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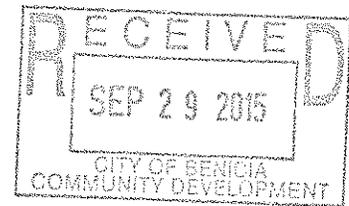
Sincerely, Alice J. Felix

Alice J. Felix
2636 Larkey Lane
Walnut Creek, California 94597-2437

<http://click.actionnetwork.org/mpss/o/2gA/kLwXAA/t.1qr/oAwzfUUDS3y_QU1d21PfrA/o.gif>

Amy Million

From: sandra mcolley <sandramcolley@yahoo.com>
Sent: Friday, September 25, 2015 9:35 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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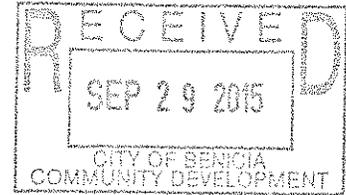
Sincerely,

sandra mcolley
5139 taos
Montclair, California 91763

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/THymKEuqSZihCk6PXzHBIA/o.gif>>

Amy Million

From: Amanda Holland <mandiholl@aol.com>
Sent: Friday, September 25, 2015 9:15 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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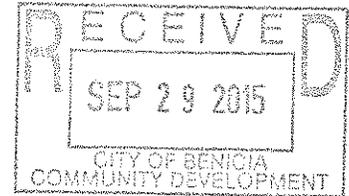
Sincerely,

Amanda Holland
2459 Muller Pl.
Woodland, California 95776

<<http://click.actionnetwork.org/mpss/o/1QA/kLwXAA/t.1qr/MLUJfTjPTNStifat7maX3g/o.gif>>

Amy Million

From: Ann Sullivan <pansyannie@aol.com>
Sent: Friday, September 25, 2015 9:14 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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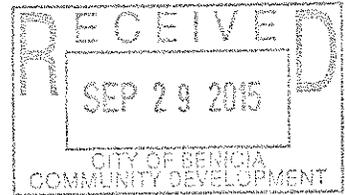
Sincerely,

Ann Sullivan
11275 Manzanita Road
Lakeside, California 92040

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qr/1G2aWUEUT2uZ5n7GmxOf7g/o.gif>>

Amy Million

From: Jackie Pomies <jbpomies@yahoo.com>
Sent: Friday, September 25, 2015 8:47 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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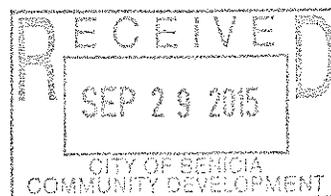
Sincerely,

Jackie Pomies
1271 38th Avenue
San Francisco, California 94122-1334

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qr/SUo35NZQTBqyEfy-4wC8eA/o.gif>>

Amy Million

From: Kim Peterson <rose_5823@yahoo.com>
Sent: Friday, September 25, 2015 8:30 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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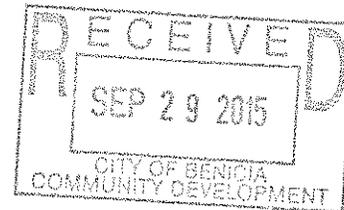
Sincerely,

Kim Peterson
890 Rockwell Ln #9
Cloverdale, California 95425

<<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/t.1qr/f9ZXXc9dSHWJ87ZYbBoVFQ/o.gif>>

Amy Million

From: Cinzia Paganuzzi <cinzia_paganuzzi@yahoo.com>
Sent: Friday, September 25, 2015 8:18 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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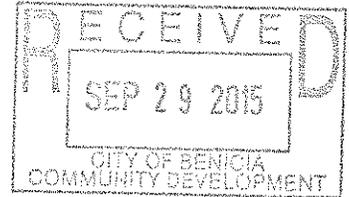
Sincerely,

Cinzia Paganuzzi
2423 31st Street
Santa Monica, California 90405

<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/t.lqr/RUIMKoWPRHiFwdnmiNd-_A/o.gif>

Amy Million

From: Janet Soppeland <janet_soppeland@yahoo.com>
Sent: Friday, September 25, 2015 8:02 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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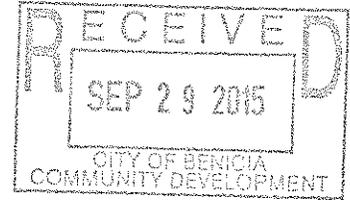
Sincerely,

Janet Soppeland
19133 Oak St.
Apple Valley, California 92308-4903

<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/2zl0d33_TjGdRx3rmlfjLA/o.gif>

Amy Million

From: Anne Kobayashi <annekobayashi@yahoo.com>
Sent: Friday, September 25, 2015 7:39 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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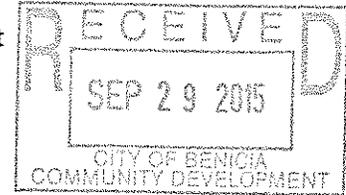
Sincerely,

Anne Kobayashi
5235 Fiore Terrace #C404
San Diego, California 92122

<<http://click.actionnetwork.org/mpss/o/4AA/kLwXAA/t.1qr/78J5pCzOTb2y7ISjVmiJdw/o.gif>>

Amy Million

From: Greg Rosas <thesro15@yahoo.com>
Sent: Friday, September 25, 2015 7:31 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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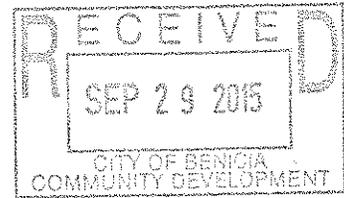
Sincerely,

Greg Rosas
4353 Edwards Ln
Castro Valley , California 94546

<<http://click.actionnetwork.org/mpss/o/3QA/kLwXAA/t.1qr/f7LLmCTQi6NLhnnZpsbEw/o.gif>>

Amy Million

From: Yazmin Gonzalez <evaunit2001@yahoo.com>
Sent: Friday, September 25, 2015 7:17 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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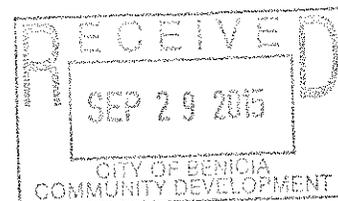
Sincerely,

Yazmin Gonzalez
9627 Maple St.
Bellflower, California 90706

<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qr/kyDeguoVTVOBi4TwDZ_ZWw/o.gif>

Amy Million

From: Nancy Szymczak <nanzyk@yahoo.com>
Sent: Friday, September 25, 2015 7:15 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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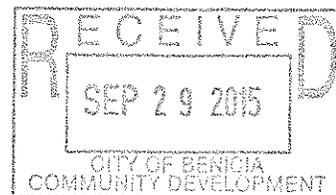
Sincerely,

Nancy Szymczak
3647 Adams St
Carlsbad, California 92008

<<http://click.actionnetwork.org/mpss/o/5QA/kLwXAA/t.1qr/gKxXtb2ASdWRGtmCM4BC0g/o.gif>>

Amy Million

From: Astrid Giese-Zimmer <coolast87@aol.com>
Sent: Friday, September 25, 2015 6:52 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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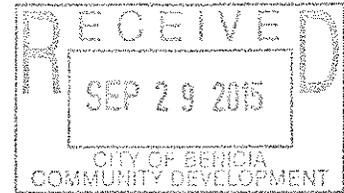
Sincerely,

Astrid Giese-Zimmer
90 El Camino Real
Berkeley, California 94705

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/HyZyrYZWS9WicErXwPdRbQ/o.gif>>

Amy Million

From: Julie Javrotsky <jjavrotsky@yahoo.com>
Sent: Friday, September 25, 2015 6:41 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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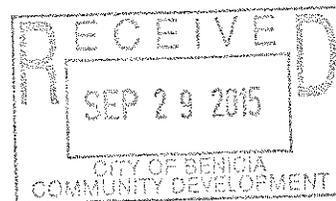
Sincerely,

Julie Javrotsky
18 woodstock court
SAN RAFAEL, California 94903

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qr/fqFdwNdfQTOqQKKfyAFclw/o.gif>>

Amy Million

From: Jo Ann Toro <bulljett@yahoo.com>
Sent: Friday, September 25, 2015 6:11 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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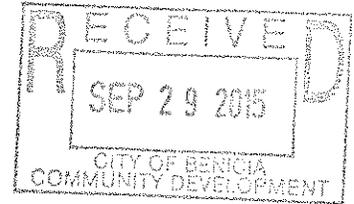
Sincerely,

Jo Ann Toro
8724 Simmons Rd
Redding, California 96001

<<http://click.actionnetwork.org/mpss/o/0wA/kLwXAA/f.1qr/Ctw6aHExT0epnCnEW1cqmw/o.gif>>

Amy Million

From: Emily Bryant <rosythecat@yahoo.com>
Sent: Friday, September 25, 2015 5:52 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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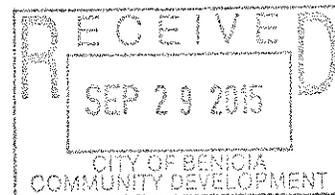
Sincerely,

Emily Bryant
2652 Oak Knoll Dr.
Los Alamitos, California 90720

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/nai4jF4uS3yldx9hY9zDmw/o.gif>>

Amy Million

From: Dale Peterson <citycountry8@yahoo.com>
Sent: Friday, September 25, 2015 5:51 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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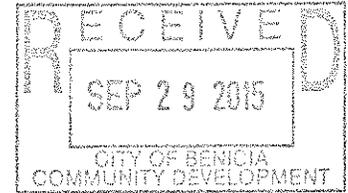
Sincerely,

Dale Peterson
2506 10th Street
Berkeley, California 94710

<<http://click.actionnetwork.org/mpss/o/5wA/kLwXAA/t.1qr/VfBzrM5sS7GIQowuF-tDhw/o.gif>>

Amy Million

From: Nicole Fountain <nicmasterflash@yahoo.com>
Sent: Friday, September 25, 2015 5:47 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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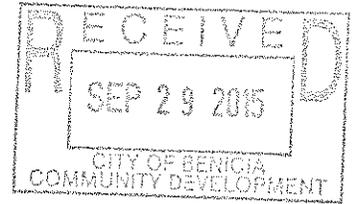
Sincerely,

Nicole Fountain
38719 Overacker Ave.
Fremont, California 94536-4325

<<http://click.actionnetwork.org/mpss/o/3AA/kLwXAA/t.1qr/kxwb4rffSISuS-ZdqwKWww/o.gif>>

Amy Million

From: jesse calderon <ohjesse14@yahoo.com>
Sent: Friday, September 25, 2015 5:39 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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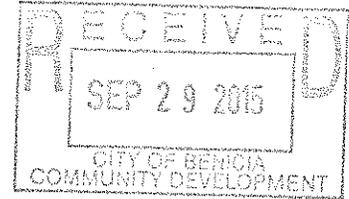
Sincerely,

jesse calderon
4025 puente ave
baldwin park, California 91706

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qr/Fh-6kJALSniQ35RnJIXTIQ/o.gif>>

Amy Million

From: Carol Vallejo <carolvallejo@yahoo.com>
Sent: Friday, September 25, 2015 5:28 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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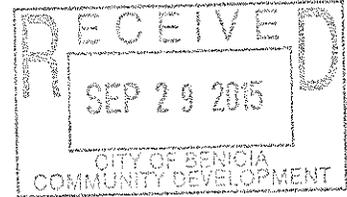
Sincerely,

Carol Vallejo
8040 Colonial Dr
Stockton, California 95209

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/fPVyFsHrT3OtpKIMEUx3vw/o.gif>>

Amy Million

From: Gerald McKeelvey <jerrymckelvey@yahoo.com>
Sent: Friday, September 25, 2015 5:25 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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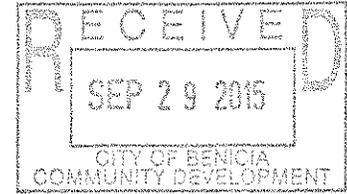
Sincerely,

Gerald McKeelvey
1830 E Yosemite Ave Spc 196
Manteca, Colorado CA 95336-5051

<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/jSwRK_-kQC2iD_VFerlH/o.gif>

Amy Million

From: Claudia McDonagh <claudiakmcdonagh@yahoo.com>
Sent: Friday, September 25, 2015 5:18 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Please care enough to work for a clean and healthy energy economy!

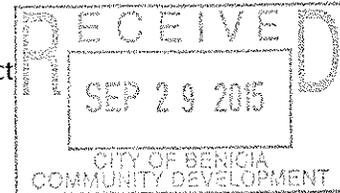
Sincerely,
Claudia McDonagh

Claudia McDonagh
5057 August Ct
Castro Valley, California 94546

<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qr/E568C_dZSyqauDZJM4MM0Q/o.gif>

Amy Million

From: Bianca Molgora <biancamsf@yahoo.com>
Sent: Friday, September 25, 2015 5:12 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

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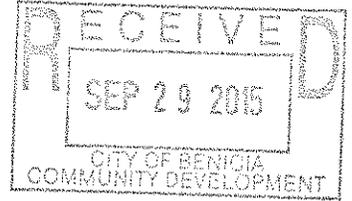
Sincerely,

Bianca Molgora
3976 Folsom St
San Francisco, California 94110-6138

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/1.1qr/b6gZj-CkTYuYaHtqhR-2nw/o.gif>>

Amy Million

From: David Levitt <d4lev@yahoo.com>
Sent: Friday, September 25, 2015 5:07 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I live near the railroad tracks. I do not want these oil trains coming anywhere near my neighborhood. There is no guarantee that a disaster won't happen – in fact it's guaranteed that a disaster will happen it's just a question of where and when. Please act in the best interest of private citizens may be endangered and also in the best interest of the environment.

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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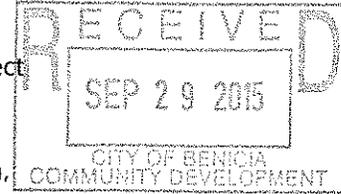
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Sincerely,
David Levitt
343 Cereza Place
San Jose, CA 95112

David Levitt
343 Cereza Place

Amy Million

From: Mary Hanselmann <kathanselmann@yahoo.com>
Sent: Friday, September 25, 2015 4:50 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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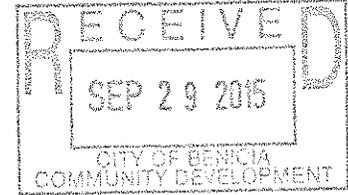
Sincerely,

Mary Hanselmann
635 Terry St
Monterey, California 93940

<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qq/dk1purO9QDmtNgQVzF_TqQ/o.gif>

Amy Million

From: Susie Barton <bartonsusie@yahoo.com>
Sent: Friday, September 25, 2015 4:31 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

The very idea of routing oil laden trains through residential areas is irresponsible out the gate. For all the EPA and EIR reports, what is being proposed is egregious. We recently had the wheels come off a train car in the middle of a Silicon Valley neighborhood that snarled traffic for hours. Had this car been an oil tanker, I wouldn't be here to write about it. The energy companies have proven time and again that they can't be trusted to act responsibly and we're done dying for their lies.
NO.

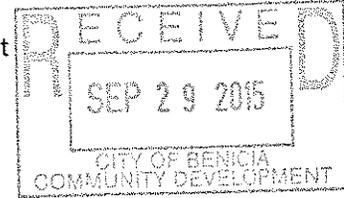
Sincerely,

Susie Barton
2360 Ohara Court
San Jose, California 95133

<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qq/hfUte0nYQdWYDkPqR_dhZA/o.gif>

Amy Million

From: Charles Taylor <cmtecca@yahoo.com>
Sent: Friday, September 25, 2015 4:19 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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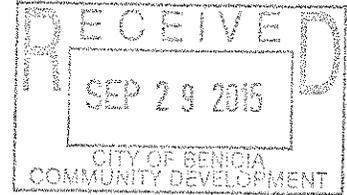
Sincerely,

Charles Taylor
612 Richmond Street
El Cerrito, California 94530

<<http://click.actionnetwork.org/mpss/o/1AA/kLwXAA/t.1qq/tOHuocA2RhOWg9KZE4zBIA/o.gif>>

Amy Million

From: Catherine George <cathygeorge@earthlink.net>
Sent: Friday, September 25, 2015 4:16 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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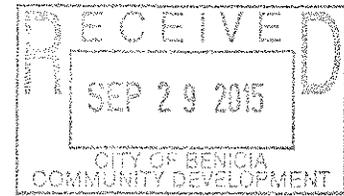
Sincerely,

Catherine George
1836 Locust Street
Napa, California 94559

<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qq/akmkMI-aRsaixr4bf8G__A/o.gif>

Amy Million

From: Susan Walp <susanwalp@gmail.com>
Sent: Friday, September 25, 2015 4:12 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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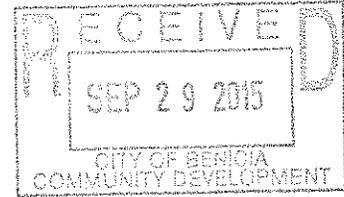
Sincerely, Susan P. Walp

Susan Walp
1234 El Mirador
Pasadena, California 91103

<<http://click.actionnetwork.org/mpss/o/1AA/kLwXAA/t.1qq/31xV5j8ATfidTSVYcP4hqQ/o.gif>>

Amy Million

From: Jan Kampa <happykampas@cruzio.com>
Sent: Friday, September 25, 2015 4:17 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Jan Kampa
3120 Hardin Way
Soquel, California 95073-2739

<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qq/nqClzx4_RuKpPj6JpN3rbw/o.gif>

Amy Million

From: Peter Menchini <mactechs@me.com>
Sent: Friday, September 25, 2015 4:18 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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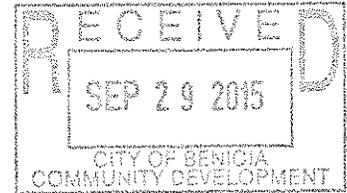
Sincerely,

Peter Menchini
894 14th St
San Francisco, California 94114

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Amy Million

From: Donna Olsen <tcecdonna@juno.com>
Sent: Friday, September 25, 2015 4:25 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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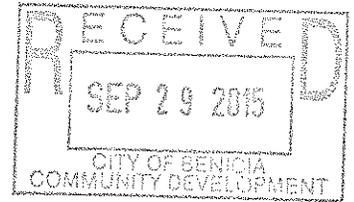
Sincerely,

Donna Olsen
37890 Alta Dr.
Fremont, California 94536

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qq/xM8P1TTgTKeJnldC-Cj0ZA/o.gif>>

Amy Million

From: john harris <johnharri9@att.net>
Sent: Friday, September 25, 2015 4:32 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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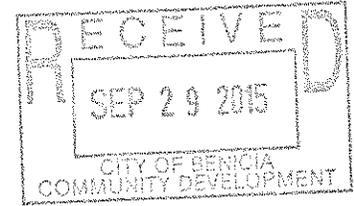
Sincerely,

john harris
PO Box 5410
Bay Point, California 94565

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qq/uQ3Bo1yQRPeKQ1m6vp-7lQ/o.gif>>

Amy Million

From: Kunal Natu <kunal.natu@gmail.com>
Sent: Friday, September 25, 2015 4:33 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

Kunal Natu
302 La Cuesta Drive
Los Altos, California 94024

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qq/erQnVL1tQQyeBrOH7JjzIA/o.gif>>

Amy Million

From: Mahin Charles <ferdousi68.mh@gmail.com>
Sent: Friday, September 25, 2015 4:35 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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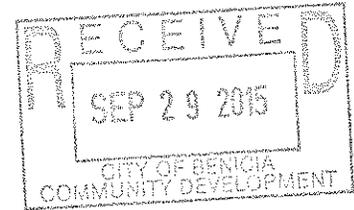
Sincerely,

Mahin Charles
577 Dolores streey
San Francisco, California 94110

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qq/GYrq4a0dR8iuL7U8WYDMAQ/o.gif>>

Amy Million

From: James J Kyne <kynester@gmail.com>
Sent: Friday, September 25, 2015 4:36 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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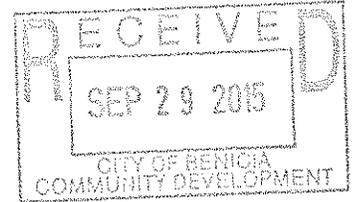
Sincerely,

James J Kyne
17155 Hesperian 110
San Lorenzo, Colorado 94580-35089

<<http://click.actionnetwork.org/mpss/o/2wA/kLwXAA/t.1qq/n-KhIj99TNIgFR2BVAXd6w/o.gif>>

Amy Million

From: Janice Briggs <janbriggs@valleymedia.com>
Sent: Friday, September 25, 2015 4:38 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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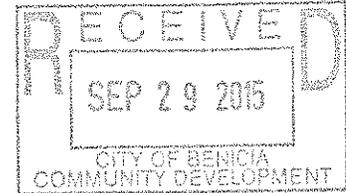
Sincerely,

Janice Briggs
421 Roanoke Driv
Martinez, California 94553

<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qq/OfzD_roUR-G1vXHFDNKP2g/o.gif>

Amy Million

From: Susan Posner <susan.posner@wolterskluwer.com>
Sent: Friday, September 25, 2015 4:39 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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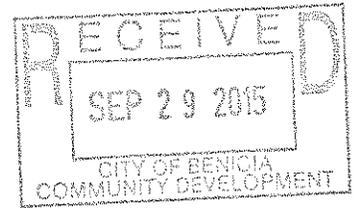
Sincerely,

Susan Posner
5040 Codorniz Way
Oceanside, California 92057

<<http://click.actionnetwork.org/mpss/o/3AA/kLwXAA/t.1qq/sbz5iHOZQ6W-OZLtq-kYtg/o.gif>>

Amy Million

From: Roberta Lewis <bb11lew@gmail.com>
Sent: Friday, September 25, 2015 4:49 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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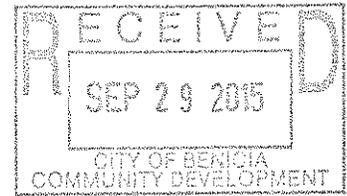
Sincerely,

Roberta Lewis
36 Bayside Court
Berkeley, Ca, California 94804

<<http://click.actionnetwork.org/mpss/o/5wA/kLwXAA/t.1qq/yqsdKTEkRly18kf3ASCZ-w/o.gif>>

Amy Million

From: Ellen Barron <surfn@mac.com>
Sent: Friday, September 25, 2015 5:04 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Would you or your relatives live on this route? I think not! You know it's dangerous- please use wisdom over ignorance on this important matter.

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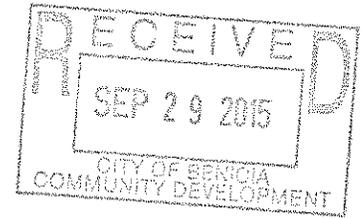
Sincerely,

Ellen Barron
55 Quail Dr
Santa Cruz, California 95060

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/2fX1xyD9RpKbVftGwYUpbA/o.gif>>

Amy Million

From: dobbysommer <dobbyonearth@hotmail.com>
Sent: Friday, September 25, 2015 5:06 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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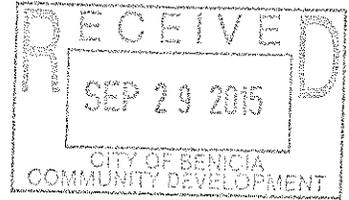
Sincerely,

dobby sommer
pob 568
Albion, Colorado 95410-0568

<http://click.actionnetwork.org/mpss/o/3AA/kLwXAA/t.1qr/RlyS_jMZR5mRW_eclBU54g/o.gif>

Amy Million

From: Tad Sullivan <tadsulli@earthlink.net>
Sent: Friday, September 25, 2015 5:08 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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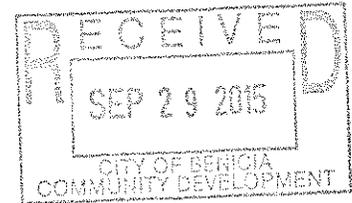
Sincerely,

Tad Sullivan
541 Seaward Road
Corona Del Mar, California 92625

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qr/NayGbSlnTvSRgsTBxZzMFg/o.gif>>

Amy Million

From: sam r sheppard <samreesesheppard@mac.com>
Sent: Friday, September 25, 2015 5:12 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia.

It is time to stand up to the rapacious and destructive corporations that are destroying the world and our country.

No - to the poisonous pollution that they try to bring to our people and our state.

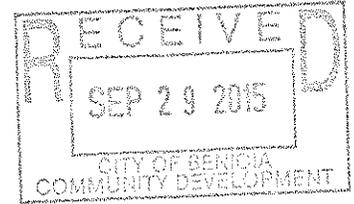
Sincerely, SamRSheppard

sam r sheppard
Alice St.
Oakland, California 94612

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qr/zQPv2SQXRJ2s09xBcxaQEQ/o.gif>>

Amy Million

From: Joseph Pluta <jpluta2@att.net>
Sent: Friday, September 25, 2015 5:17 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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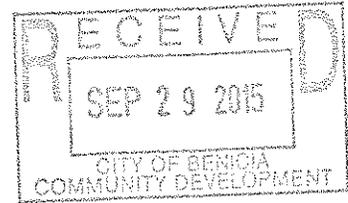
Sincerely,

Joseph Pluta
408 18th St.
Bakersfield, California 93301

<http://click.actionnetwork.org/mpss/o/3gA/kLwXAA/t.1qr/Psmh1ZiISZGk_4VPL-ARMg/o.gif>

Amy Million

From: Edward Maupin <edmaupin@usa.net>
Sent: Friday, September 25, 2015 5:21 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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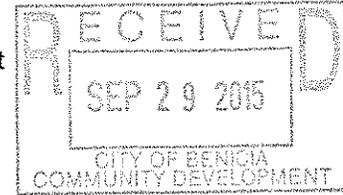
Sincerely,

Edward Maupin
3340 Sixth Avenue
San Diego, California 92103

<<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qr/1d2F1y6QSgi09IQCbyKz2g/o.gif>>

Amy Million

From: MARY ROJESKI <JERO.BOOK@GTE.NET>
Sent: Friday, September 25, 2015 5:25 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

What if your family lived near this???? I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

MARY ROJESKI
2603 3RD ST
SANTA MONICA, California 90405

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qr/PDmAQHxES7urovJ0p1uchg/o.gif>>

Amy Million

From: Steve Ongerth <intexile@iww.org>
Sent: Friday, September 25, 2015 5:31 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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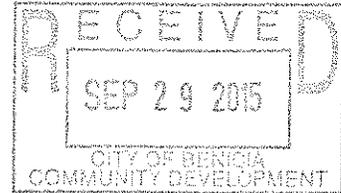
Sincerely,

Steve Ongerth
1200 Brickyard Way, 104
Richmond, California 94801

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qr/WJnZ2PjRgCos2gpDGu-4A/o.gif>>

Amy Million

From: ernest boyd <ernestboyd@gmail.com>
Sent: Friday, September 25, 2015 5:34 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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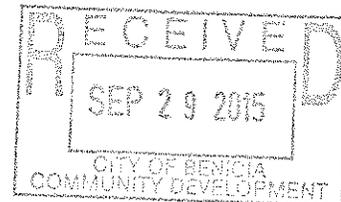
Sincerely,

ernest boyd
1069 greco ave
sunnyvale, California 94087-2711

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qr/-PgGrQZYQ8WAO30E5DdUJA/o.gif>>

Amy Million

From: Antonia & Andrew Chianis <tonyaandandreas@charter.net>
Sent: Friday, September 25, 2015 5:37 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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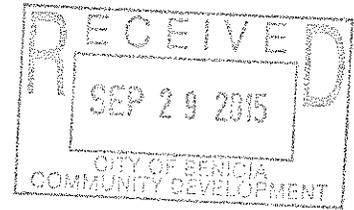
Sincerely,

Antonia & Andrew Chianis
P.O. Box 836
Blue Jay, California 92317

<<http://click.actionnetwork.org/mpss/o/4AA/kLwXAA/t.1qr/nRTpzdIVRdexeQ2luyOdDw/o.gif>>

Amy Million

From: William Grosh <groshjrw@earthlink.net>
Sent: Friday, September 25, 2015 5:45 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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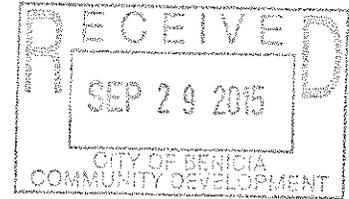
Sincerely,

William Grosh
1750 W Main St Apt 124
El Centro, California 92243

<<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qr/bHeetJb7QMKW7fp0mPbokQ/o.gif>>

Amy Million

From: Susan Porter <susansporter@hotmail.com>
Sent: Friday, September 25, 2015 5:47 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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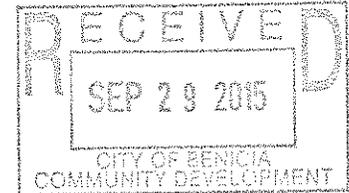
Sincerely,

Susan Porter
1870 Newport Ave
Pasadena, California 91103

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/hhs4GPohTd6uUeg-LSGI4g/o.gif>>

Amy Million

From: Graciela Huth <pesceto@gmail.com>
Sent: Friday, September 25, 2015 5:50 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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We are in 2015, stop forcing us to live in the past. Today belongs to sun and wind. Balers has the money. Why to become part of the new renewable energy resources industry?

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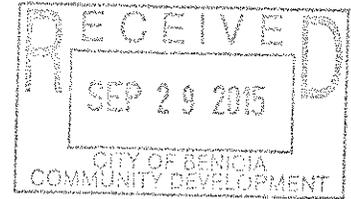
Sincerely,

Graciela Huth
8732 EL MANOR AVE
LOS ANGELES, California 90045-3707

<<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/t.1qr/sJKhOb0fSry5DemCoNmyDg/o.gif>>

Amy Million

From: Tom Falvey <tefalvey@gmail.com>
Sent: Friday, September 25, 2015 5:57 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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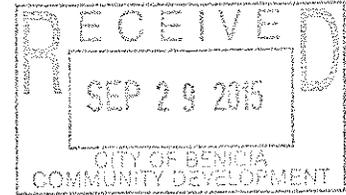
Sincerely,

Tom Falvey
2576 Wightman St.
San Diego, California 92104

<<http://click.actionnetwork.org/mpss/o/1AA/kLwXAA/t.1qr/3-DBozQvQdq2CiJbl0ORWg/o.gif>>

Amy Million

From: Edward Costello <info@edcostello.com>
Sent: Friday, September 25, 2015 6:01 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Edward Costello
620 E Channel Rd
Santa Monica, California 90402

<<http://click.actionnetwork.org/mpss/o/3QA/kLwXAA/t.1qr/X6vdzoOgQJ6bNqkIYbFxA/o.gif>>

Amy Million

From: Joseph Shulman <jhshulman1@cox.net>
Sent: Friday, September 25, 2015 6:02 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

Joseph Shulman
6249 Romo Street
San Diego, California 92115

<<http://click.actionnetwork.org/mpss/o/4gA/kLwXAA/t.1qr/6l0O2xgPRpSxrZVFpE2yvQ/o.gif>>

Amy Million

From: Jack Sardegna <19jack51@gmail.com>
Sent: Friday, September 25, 2015 6:04 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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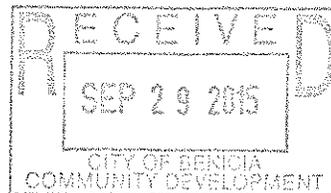
Sincerely,

Jack Sardegna
46 W Julian Street #333
San Jose, California 95110

<<http://click.actionnetwork.org/mpss/o/3gA/kLwXAA/t.1qr/kOkPx8EISVCMqGp-KJePTQ/o.gif>>

Amy Million

From: Anna Narbutovskih <narbutovskih@comcast.net>
Sent: Friday, September 25, 2015 6:06 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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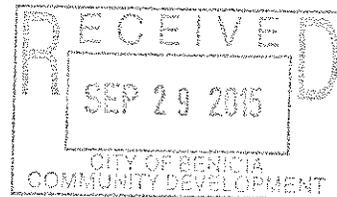
Sincerely,

Anna Narbutovskih
14288 Woodland Drive
Guerneville, California 95446

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/ZkFwaqWyTJibQ48e9G9sdA/o.gif>>

Amy Million

From: marisa landsberg <marisalandsberg@verizon.net>
Sent: Friday, September 25, 2015 6:09 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

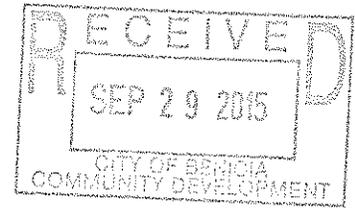
Sincerely,

marisa landsberg
717 26th Street
Manhattan beach, California 90266

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/SF6nRHnUQj2PyWr9VSA6Qw/o.gif>>

Amy Million

From: linda b <Imbrosh@comcast.net>
Sent: Friday, September 25, 2015 6:12 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

linda b
21 Libra
novato, CA, California 94947

<http://click.actionnetwork.org/mpss/o/3QA/kLwXAA/t.1qr/_gu1SBxPTjW01cx7ROOnmA/o.gif>

Amy Million

From: Andrea Corredor <andrea.v.corredor@gmail.com>
Sent: Friday, September 25, 2015 6:13 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

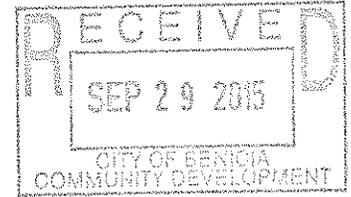
Sincerely,

Andrea Corredor
63 Bassett St
San Jose, California 95110

<<http://click.actionnetwork.org/mpss/o/0wA/kLwXAA/t.1qr/J9EPBUJ5Tc6QD6gLMKJQfw/o.gif>>

Amy Million

From: Lily Mejia <lily29@verizon.net>
Sent: Friday, September 25, 2015 6:16 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

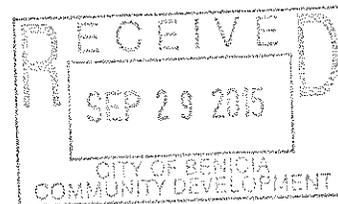
Sincerely,

Lily Mejia
632 W. 5th St.
Ontario, California 91762

<<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/t.1qr/WnHqNRgQQFy1Vnb8tPMInw/o.gif>>

Amy Million

From: Richard Dawson <rcdawson@earthlink.net>
Sent: Friday, September 25, 2015 6:19 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I urge the Planning Commission and City Council to reject both Valero's EIR Valero's proposed oil train terminal in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate the adjacent community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

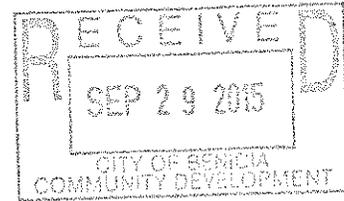
Sincerely,

Richard Dawson
2721 West 182nd Street
Torrance, Texas 90504-5882

<<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qr/TRaly5gPSGaPMyVwbScXgQ/o.gif>>

Amy Million

From: P.P. Soucek <politicek@gmail.com>
Sent: Friday, September 25, 2015 6:21 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

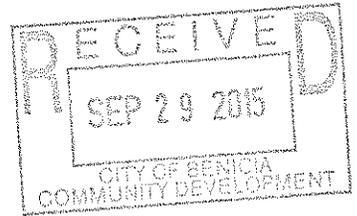
Sincerely,

P.P. Soucek
14421 1/2 Weddington Street
Sherman Oaks, California 91401-5625

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qr/Zlkn12oTDOHQyMpU2Guyw/o.gif>>

Amy Million

From: Barry Kaufman <barrykaufman@earthlink.net>
Sent: Friday, September 25, 2015 6:21 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Barry Kaufman
936 N. Keystone St.
Burbank, California 91506

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qr/9KbB6UxvRYCi4CUuvLzjsw/o.gif>>

Amy Million

From: Laurie McLaughlin <leavesongrass@cox.net>
Sent: Friday, September 25, 2015 6:25 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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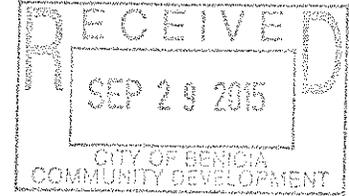
Sincerely,

Laurie McLaughlin
4075 Hilldale Rd.
San Diego, California 92116

<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/O2X6bpt2Qb21tNsSjO6_4w/o.gif>

Amy Million

From: Wendy Roberts <wendolynr@earthlink.net>
Sent: Friday, September 25, 2015 6:33 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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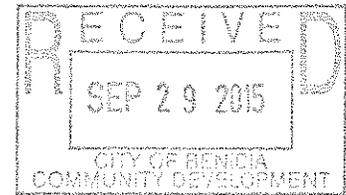
Sincerely,

Wendy Roberts
977 Verona Avenue
Livermore, California 94550

<<http://click.actionnetwork.org/mpss/o/2wA/kLwXAA/t.1qr/YBQNu3dXTNyCdfez8cEDSA/o.gif>>

Amy Million

From: George Hague <gbhague@gmail.com>
Sent: Friday, September 25, 2015 6:42 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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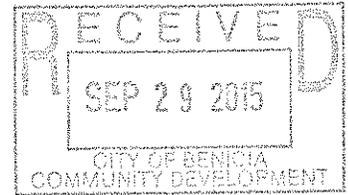
Sincerely,

George Hague
26711 ironwood ave
moreno valley, California 92555

<<http://click.actionnetwork.org/mpss/o/2wA/kLwXAA/t.1qr/0JldVxzuTf-RupnAbC33ww/o.gif>>

Amy Million

From: Mary Reed <maryandtomr@earthlink.net>
Sent: Friday, September 25, 2015 6:45 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate Benicia.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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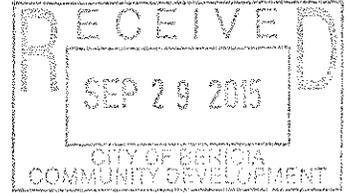
Sincerely,

Mary Reed
3900 bones rd.
Sebastopol, California 95472

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/TzAtpaY8RQCzWw0VQA5tyA/o.gif>>

Amy Million

From: Olivia Eielson <olivia2@sonic.net>
Sent: Friday, September 25, 2015 6:49 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Olivia Eielson
6817 Colton Blvd.
Oakland, California 94611

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Amy Million

From: John Wiesner <jcwiesner@ieee.org>
Sent: Friday, September 25, 2015 6:54 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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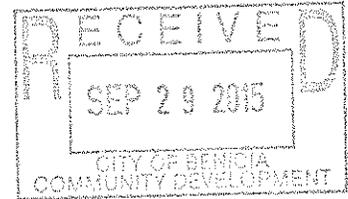
Sincerely,

John Wiesner
P.O. Box 20159
Castro Valley, California 94546

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.lqr/kalkUmdtSmqO89ujnJBkuA/o.gif>>

Amy Million

From: Judy Youngman <mama4gatti@gmail.com>
Sent: Friday, September 25, 2015 6:55 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

Judy Youngman
645 Larkspur Plaza Drive
Larkspur, California 94939

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/leFzShYRRJqR91o4SZYimA/o.gif>>

Amy Million

From: Shanhuan Manton <huanmanton@gmail.com>
Sent: Friday, September 25, 2015 7:00 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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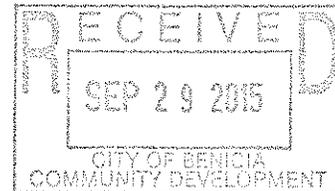
Sincerely,

Shanhuan Manton
4335 E 14th Ave
Denver, California 90034

<<http://click.actionnetwork.org/mpss/o/0wA/kLwXAA/t.1qr/EHFbmeUqRaCcmO8-ZZnMRA/o.gif>>

Amy Million

From: Patty Linder <patty4282@gmail.com>
Sent: Friday, September 25, 2015 7:00 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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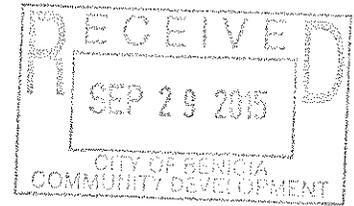
Sincerely,

Patty Linder
839 Bend Av
San Jose, California 95136

<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qr/AnINpeXqTgGygY0VA_aSHA/o.gif>

Amy Million

From: janie anderson <geminirose78@hotmail.com>
Sent: Friday, September 25, 2015 7:09 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

janie anderson
511 Chinook Ln
San Jose, California 95123

<<http://click.actionnetwork.org/mpss/o/1QA/kLwXAA/t.1qr/71O8BZe6Reab9O04bzOD5w/o.gif>>

Amy Million

From: Terri Hebert <terrimhebert@icloud.com>
Sent: Friday, September 25, 2015 7:15 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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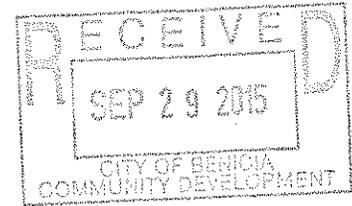
Sincerely,

Terri Hebert
210 Pinewood dr
Post falls, Idaho 83854

<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qr/Cp_QxvubTKCEQlwf-SRoDw/o.gif>

Amy Million

From: Nicole Lopez-Hagan <nlopezhagan@gmail.com>
Sent: Friday, September 25, 2015 7:23 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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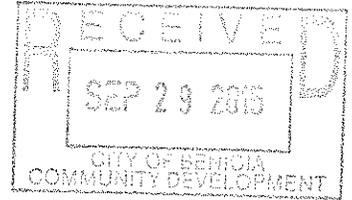
Sincerely,

Nicole Lopez-Hagan
976 Alta Vista Dr
Pacifica, California 94044

<<http://click.actionnetwork.org/mpss/o/1QA/kLwXAA/t.1qr/hANoUZkWTpSwCOotYGkwVg/o.gif>>

Amy Million

From: Querido Galdo <querido@queridomundo.com>
Sent: Friday, September 25, 2015 7:30 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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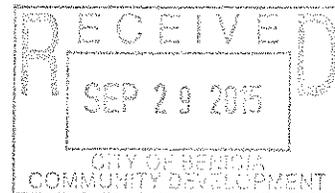
Sincerely,

Querido Galdo
3009 E. 29th Street
Oakland, California 94601

<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qr/bfFRfh5CSAqNVvx3_Nlview/o.gif>

Amy Million

From: David Woodland <woodland_david@hotmail.com>
Sent: Friday, September 25, 2015 7:30 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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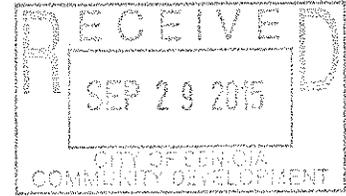
Sincerely,

David Woodland
3 Embarcadero West #147
Oakland, California 94607

<<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qr/l8iiVgUsTj6SbPCIOD5Cdg/o.gif>>

Amy Million

From: Ron Schutte <ras356@cox.net>
Sent: Friday, September 25, 2015 7:35 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

Ron Schutte
3706 Georgia St #1
San Diego, California 92103-4650

<<http://click.actionnetwork.org/mpss/o/2gA/kLwXAA/t.1qr/F66W8-g8QRqkPBPRtgOTlw/o.gif>>

Amy Million

From: Paula Yurkovitch <paula_belle@hotmail.com>
Sent: Friday, September 25, 2015 7:37 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

Paula Yurkovitch
213 Monarch Dr
Pataskala, Ohio 43062

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qr/aiwx2SAxSS-DHJTQSSa0gw/o.gif>>

Amy Million

From: Jill Blaisdell <jillblaisdell@earthlink.net>
Sent: Friday, September 25, 2015 7:38 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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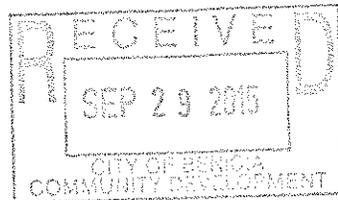
Sincerely,

Jill Blaisdell
5152 Earl Dr.
La Canada Flintridge, California 91011

<<http://click.actionnetwork.org/mpss/o/4AA/kLwXAA/t.1qr/7WT-0AzEQ76M2VK0x1EWgw/o.gif>>

Amy Million

From: Maureen McGee <milder.mcgee@verizon.net>
Sent: Friday, September 25, 2015 7:40 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

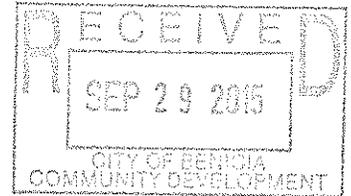
Sincerely,

Maureen McGee
790 Alma Real Drive
Pacific Palisades, California 90272

<<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qr/FQzF7GI2QQGS0EsoVaWKPw/o.gif>>

Amy Million

From: Keith Morris <doctorkeithmorris@hotmail.com>
Sent: Friday, September 25, 2015 7:45 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

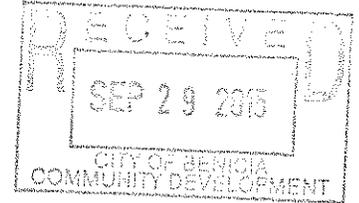
Sincerely,

Keith Morris
1522 1/2 Rosalia Rd.
Los Angeles, CA 90027

<<http://click.actionnetwork.org/mpss/o/0wA/kLwXAA/t.1qr/5ZwLWRpsSfCRG0a3cd3vbw/o.gif>>

Amy Million

From: Michael Terry <michaelgterry@hotmail.com>
Sent: Friday, September 25, 2015 7:48 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia -- a beautiful little town that my family has often visited. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate the community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than greenhouse gas emitters.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

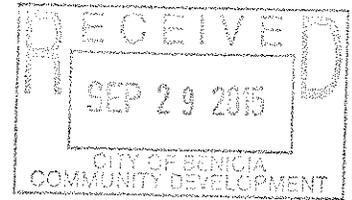
Sincerely,

Michael Terry
503 W. Rustic Rd.
Santa Monica, California 90402

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qr/H58ZnrCPRIozSCBP9fcDFw/o.gif>>

Amy Million

From: L. Parrish <lparrish@toast.net>
Sent: Friday, September 25, 2015 7:52 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

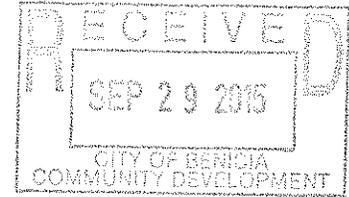
Sincerely,

L. Parrish
ADDRESS
CARMEL VALLEY, California 93924

<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/t.1qr/ke_2lsluQn6aAtw3TI0Csg/o.gif>

Amy Million

From: MaryKay Rodarte <marykayspage@hotmail.com>
Sent: Friday, September 25, 2015 8:06 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am a 69 year old native Californian and the mother of 3 and grandmother of 8.

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

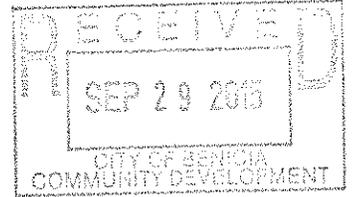
Sincerely,

MaryKay Rodarte
8355 Rattlesnake Road
Phelan, California 92371

<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/t.1qr/XiHAYsX9SDic_zRiikdqSQ/o.gif>

Amy Million

From: Jan Cox Golovich <janlcg@gmail.com>
Sent: Friday, September 25, 2015 8:08 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" and could devastate ANY of the communities along its route.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

Sincerely,

Jan Cox Golovich
179 Harbor Vista Ct.
Benicia, California 94510

<<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/f.1qr/IEdDyqVmQa6cnJXvkdDP1g/o.gif>>

Amy Million

From: Karl Koessel <karl.koessel@gmail.com>
Sent: Friday, September 25, 2015 8:11 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Karl Koessel
330 Myrtlewood Ln
Mckinleyville, California 95519

<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/kkTam5_eTR6MSrvsC5klmQ/o.gif>

Amy Million

From: Susan Schacher <susan4@jps.net>
Sent: Friday, September 25, 2015 8:21 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Susan Schacher
3500 35th Ave, Apt 27
Oakland, California 94619

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/Vq5X7OSwQxKpne19I95VAg/o.gif>>

Amy Million

From: Ed Noonan <enoonen@comcast.net>
Sent: Friday, September 25, 2015 8:34 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

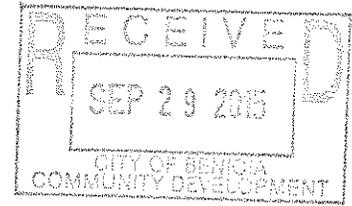
Sincerely,

Ed Noonan
307 Daybreak Ct.
San Ramon, California 94583

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qr/Q6U2iITQyiT-gcugQS-ew/o.gif>>

Amy Million

From: Marc Woersching <mwoersch@netzero.net>
Sent: Friday, September 25, 2015 8:40 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Marc Woersching
P.O. Box 4471
Valley Village, California 91617

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qr/G4TT12ofTx6jh31PUBNT8g/o.gif>>

Amy Million

From: Cathy Bennett <cbennett1228@sbcglobal.net>
Sent: Friday, September 25, 2015 8:47 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

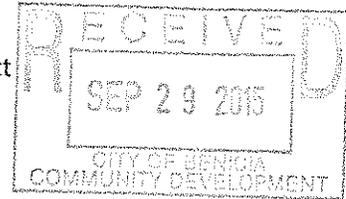
Sincerely,

Cathy Bennett
904 West 9th Street
Benicia, California 94510

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qr/IM6A-WVcS1yYmQGwArVl9w/o.gif>>

Amy Million

From: Stephen Weitz <weitzs@earthlink.net>
Sent: Friday, September 25, 2015 8:56 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Stephen Weitz
2757 Best Ave.
Oakland, California 94619

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qr/2aaqOgugTxijRD7-hEzNpw/o.gif>>

Amy Million

From: dawn tesluk <d.tesluk@cox.net>
Sent: Friday, September 25, 2015 9:16 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

dawn tesluk
2420 dunstan st
oceanside, California 92054

<<http://click.actionnetwork.org/mpss/o/4gA/kLwXAA/t.1qr/IPPDFXK9QOCzub1SaXbxSA/o.gif>>

Amy Million

From: William Maya <wm-maya@hotmail.com>
Sent: Friday, September 25, 2015 9:20 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

William Maya
4466 E. Andrews Ave.
Fresno, California 93726

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qr/j1JBW9r0Rw-7Y6aVUfyxIA/o.gif>>

Amy Million

From: Kellie Gallagher <kauliflower@verizon.net>
Sent: Friday, September 25, 2015 9:56 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

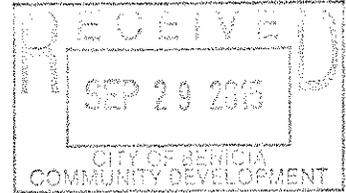
Sincerely,

Kellie Gallagher
p.o. box 186
29 Palms, California 92277

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/sPkZaq23RW21Cd2CePhLbw/o.gif>>

Amy Million

From: Diane Bailey <diane3bailey@gmail.com>
Sent: Friday, September 25, 2015 10:07 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express serious concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

The risk of an accident alone in Benicia and all along the rail route putting hundreds of thousands of people in harms way should be reason enough to deny this dangerous project. Bringing oil trains into Benicia will also create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Diane Bailey
501 Middlesex Road
Belmont, California 94002

<<http://click.actionnetwork.org/mpss/o/1wA/kLwXAA/t.1qr/asrZp3IMSMYji5OD7VRTDg/o.gif>>

Amy Million

From: Kathy Carroll <rtkm@comcast.net>
Sent: Friday, September 25, 2015 10:12 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

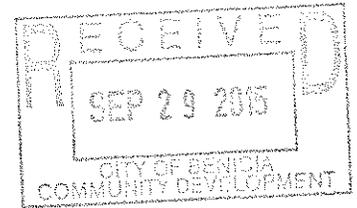
Sincerely,

Kathy Carroll
2645 Camino Menada
Oakland, California 94611

<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/7rm1C_-XTUS_NLIJwdE-4A/o.gif>

Amy Million

From: Teri Forester <tricketts3@comcast.net>
Sent: Friday, September 25, 2015 10:13 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Teri Forester
7808 Auburn Woods Drive
Citrus Heights, California 95610

<<http://click.actionnetwork.org/mpss/o/1QA/kLwXAA/t.1qr/hTGOemVUQeiOfGufVmRPcQ/o.gif>>

Amy Million

From: Lacey Hicks <laceyhicks@hotmail.com>
Sent: Friday, September 25, 2015 10:17 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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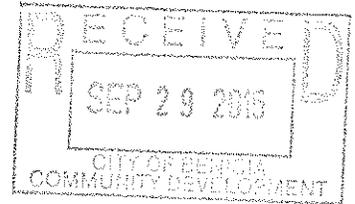
Sincerely,

Lacey Hicks
34655 Skylark
Union City, California 94587

<<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/i.1qr/kiXXimblSZqZcwwGj1cUuQ/o.gif>>

Amy Million

From: John Delgado <jdquarterhorses@earthlink.net>
Sent: Friday, September 25, 2015 10:29 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

John Delgado
12100 Steffs Court
San Martin, California 95046

<<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qr/Tk2pHv9YRyWMKZFGKlo0aA/o.gif>>

Amy Million

From: Michael Handforth <mhandforth@gmail.com>
Sent: Friday, September 25, 2015 10:30 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Michael Handforth
4341 48th St
San Diego, California 92115

<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qr/c7vx15pGSbiSvl_MNMmLWQ/o.gif>

Amy Million

From: Ellen Koivisto <offstage@earthlink.net>
Sent: Friday, September 25, 2015 10:59 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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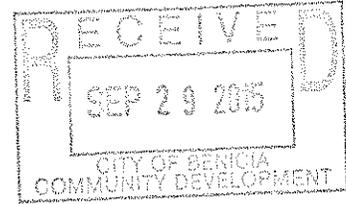
Sincerely,

Ellen Koivisto
1556 Great Hwy #101
San Francisco, California 94122

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qr/ZzLT7rOwS1CzSRqsG1gwZg/o.gif>>

Amy Million

From: Leonard Chandler <len.chandler@usa.net>
Sent: Friday, September 25, 2015 11:12 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Leonard Chandler
732 Jasper St
San Jose, California 95116-3376

<<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qr/q-9hQjouS0mAG3FmgTnagg/o.gif>>

Amy Million

From: Stef van der Made <svandermade@gmail.com>
Sent: Friday, September 25, 2015 11:19 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Stef van der Made
8600 Pico Blvd
Los Angeles, Missouri 90093

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/dYgu8htXRPKa0U26Eh-Q2Q/o.gif>>

Amy Million

From: Connie Stomper <cms320@mac.com>
Sent: Friday, September 25, 2015 11:37 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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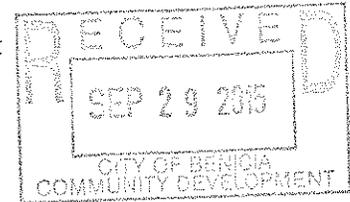
Sincerely,

Connie Stomper
333 E. Arrellaga St.
Santa Barbara, California 93101

<<http://click.actionnetwork.org/mpss/o/4gA/kLwXAA/t.1qr/LTPX2uPfrMyxrScnUGA6ag/o.gif>>

Amy Million

From: Robert Pound <parodux@astound.net>
Sent: Saturday, September 26, 2015 12:07 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For ALL these reasons, I respectfully urge the Planning Commission and City Council to PLEASE, NOT CERTIFY this EIR and REJECT Valero's proposed oil train terminal in Benicia. our health and safety are too important to gamble with!

Sincerely, Robert Pound

Robert Pound
1400 Abbey Ct.
Concord, California 94518

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qr/P1VjfnHBRI-5xea2PPWJzg/o.gif>>

Amy Million

From: Joanne Thielen <joanne.thielen57@gmail.com>
Sent: Saturday, September 26, 2015 1:02 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Joanne Thielen
3800 West Wilson, #125
Banning, California 92220

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/jnP5LP1IRDeBFaxVFU-XRw/o.gif>>

Amy Million

From: Maria bon <pbon@att.net>
Sent: Saturday, September 26, 2015 1:31 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Maria bon
5719 Nutwood Circle
simi valley, California 93063

<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qr/L9-emmaYR4a_QvTjwM85yQ/o.gif>

Amy Million

From: Lindalee Hatch <lindaleehatch@live.com>
Sent: Saturday, September 26, 2015 6:02 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

Lindalee Hatch
6656 Pentz Rd
Paradise, California 95969

<<http://click.actionnetwork.org/mpss/o/4gA/kLwXAA/1.1qr/qvwloMHeS0m8hdf99uTb9w/o.gif>>

Amy Million

From: Kate Leahy <kate@sonic.net>
Sent: Saturday, September 26, 2015 6:22 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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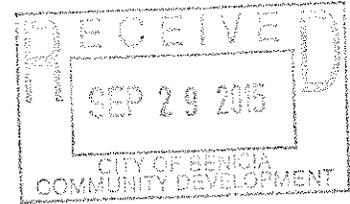
Sincerely,

Kate Leahy
4321 Judah St Apt 3
San Francisco, California 94122

<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qr/12_DNwUjR_Oz4p71Zu7GQw/o.gif>

Amy Million

From: les roberts <hobo17pollie@gmail.com>
Sent: Saturday, September 26, 2015 6:28 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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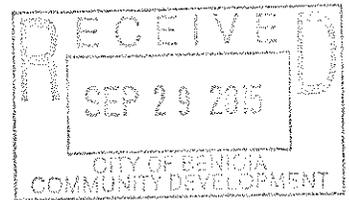
Sincerely,

les roberts
1134 east lansing way
fresno, California 93704

<<http://click.actionnetwork.org/mpss/o/4QA/kLwXAA/t.1qr/3cUZykmSRuuVKysQbv-q7g/o.gif>>

Amy Million

From: Paul LaBerge <plaberge@alum.berkeley.edu>
Sent: Saturday, September 26, 2015 7:13 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Paul LaBerge
5200 Adeline Street
Oakland, California 94608

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/PWα-5PMsR1-tmYYN UhrzbQ/o.gif>>

Amy Million

From: ken stack <stackattack8745@hotmail.com>
Sent: Saturday, September 26, 2015 7:53 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

This is an accident waiting to happen.

Sincerely,

ken stack
1406 n. benton way
Los Angeles, California 90026

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qr/qKGglCoTQF6f63SMs4TbIA/o.gif>>

Amy Million

From: Robert Russo <russo@russo.com>
Sent: Saturday, September 26, 2015 9:18 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Robert Russo
324 North Glendora Avenue
Glendora, California 91741

<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qr/QueiKtNp_RTu8EP4rMBc57w/o.gif>

Amy Million

From: Debbie cunningham <intrepidarts@sbcglobal.net>
Sent: Saturday, September 26, 2015 9:32 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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Sincerely,

Debbie cunningham
28032 Lakehurst Ave
Canyon Country, California 91351

<<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qr/sgXqa61SSh23BCKAQeNp9g/o.gif>>

Amy Million

From: frances martin <hfrancesm331@gmail.com>
Sent: Saturday, September 26, 2015 9:42 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

frances martin
p.o. box 6403
carmel, California 93921

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qr/EfwQUs4uQtSTlrmqmaityw/o.gif>>

Amy Million

From: Hod Gray <hg@specialneedsproject.com>
Sent: Saturday, September 26, 2015 10:11 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate this community.

Although I live in another part of California—one also threatened by rail transport of oil—the issue is hardly a local one. The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Hod Gray
521 Arroyo Avenue
Santa Barbara, California 93109

<<http://click.actionnetwork.org/mpss/o/2wA/kLwXAA/t.1qr/ilzpsATUTV63oV11MnIIZA/o.gif>>

Amy Million

From: Tamyra Rice <tamyrarice@gmail.com>
Sent: Saturday, September 26, 2015 10:35 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

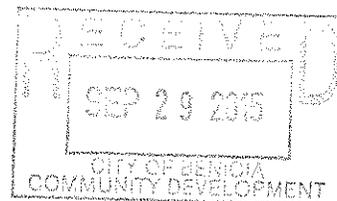
Sincerely,

Tamyra Rice
109 Lisa Court
Santa Cruz, California 95060

<<http://click.actionnetwork.org/mpss/o/2wA/kLwXAA/t.1qr/Uk7fVdCXQzajsK76zLptbg/o.gif>>

Amy Million

From: Michael Rotcher <michaelrotcher@hotmail.com>
Sent: Saturday, September 26, 2015 10:44 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Michael Rotcher
24542 Tarazona
Mission Viejo, California 92692

<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qr/_akGsqYIRl6kCT85Q5dE1Q/o.gif>

Amy Million

From: Arthur Connor <abconnor62@gmail.com>
Sent: Saturday, September 26, 2015 10:55 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

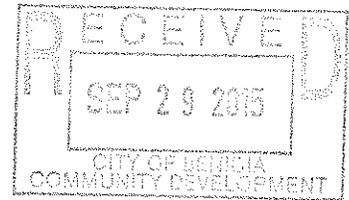
Sincerely,

Arthur Connor
54427 Pine Crest Avenue, PO Box 3317
Idyllwild, California 92549

<http://click.actionnetwork.org/mpss/o/4gA/kLwXAA/t.1qr/YfiS_sgYR5WCwQwcqFeXuw/o.gif>

Amy Million

From: Christine Sepulveda <simianchrissy@gmail.com>
Sent: Saturday, September 26, 2015 11:04 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Christine Sepulveda
458 W Summerfield Cir
Anaheim, California 92802

<<http://click.actionnetwork.org/mpss/o/3gA/kLwXAA/t.1qr/qjwqPmH8SVe7YPDFDpALLw/o.gif>>

Amy Million

From: Li-hsia Wang <lihsiaawang@gmail.com>
Sent: Saturday, September 26, 2015 11:52 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

As a pediatrician I am seriously concerned about exposure of children to toxic and poisonous chemicals in the air they breathe. They are much more sensitive than adults, with significant long-term problems.

Oil trains should not come into our state.

Thus, I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,
Li-hsia Wang, MD, FAAP

Li-hsia Wang
3030 Deakin St
Berkeley, California 94705

Amy Million

From: Beth Shafer <bshafer1@socal.rr.com>
Sent: Saturday, September 26, 2015 11:59 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

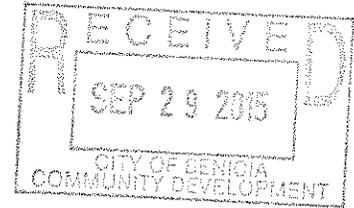
Sincerely,

Beth Shafer
8166 bushwick dr
Huntington Beach , California 92646

<<http://click.actionnetwork.org/mpss/o/1QA/kLwXAA/t.1qr/Yod9A1QDSBuitYMCRI SUPQ/o.gif>>

Amy Million

From: Jamie Green <springhead@qnet.com>
Sent: Saturday, September 26, 2015 12:28 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jamie Green
9727 Sweetwater Ln
Ventura, California 93004

<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qr/bbvFK3A_RxK_JL4HxwPZTw/o.gif>

Amy Million

From: Darien De Lu <conjoin@macnexus.org>
Sent: Saturday, September 26, 2015 12:45 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am profoundly concerned about the safety of Californians, both immediately in regard to the risks of fires and explosions from oil trains and in the long term in regard to the flooding, drought, and wild fires from global climate chaos. So I am writing to object to Valero's proposed oil train offloading facility in Benicia.

According to the EIR for this project, it would create several "significant and unavoidable impacts" that could devastate my state.

As locals in the Benicia area, I imagine you are even more concerned than I about the hazards of bringing oil trains into Benicia. To do so will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery -- and already subject to disproportionate environmental toxins.

The EIR identifies several significant and unavoidable risks from the proposal. There are the air impacts -- from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene. Also, according to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars.

Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable. The EIR assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. However, the train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars!

Shouldn't the EIR assume a worst case scenario, reflecting existing data on recent spills? Without an accurate worst case scenario analysis, this project can not be approved.

Additionally, the revised EIR identifies issues that affect the entire state of California -- and the world: "significant and unavoidable" climate impacts (that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050). At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Darien De Lu
3709 Miller Way
Sacramento, California 95817

Amy Million

From: Harold Withers <sh@myusacomm.net>
Sent: Saturday, September 26, 2015 12:47 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Harold Withers
P O Box 1755
Borrego Springs, California 92004

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/1.1qr/1xlqXkacRgOnXBXRJjQqzg/o.gif>>

Amy Million

From: Richard Tonsing <Richard.Tonsing@alumni.tcu.edu>
Sent: Saturday, September 26, 2015 1:04 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Richard Tonsing
2421 Rogue River Dr.
Sacramento, California 95826

<http://click.actionnetwork.org/mpss/o/5QA/kLwXAA/t.1qr/uY_qmeX-TdyNhuxOs3-wJA/o.gif>

Amy Million

From: Regina Flores <wilemina@hotmail.com>
Sent: Saturday, September 26, 2015 1:15 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

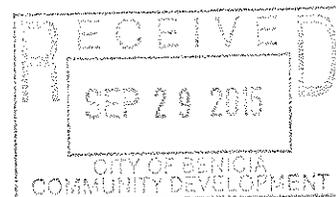
Sincerely,

Regina Flores
32016 Poppy Way
Lake Elsinore, California 92532

<<http://click.actionnetwork.org/mpss/o/1QA/kLwXAA/t.1qr/YEwZHFWAQymStkRrf2-6Q/o.gif>>

Amy Million

From: Ben Rice <benricelaw@gmail.com>
Sent: Saturday, September 26, 2015 1:39 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

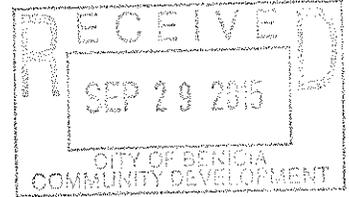
Sincerely,

Ben Rice
109 Lisa Court
Santa Cruz, California 95060

<<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.1qr/rOK1k75GQXuF5BPFiv25AA/o.gif>>

Amy Million

From: Bill Hilton <billhilton@mac.com>
Sent: Saturday, September 26, 2015 1:43 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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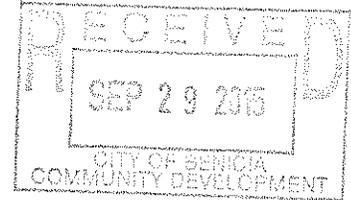
Sincerely,

Bill Hilton
881 Cumberland Dr
Sunnyvale, California 94087

<<http://click.actionnetwork.org/mpss/o/5wA/kLwXAA/t.lqr/deX60duiRainRWG-j1dqMw/o.gif>>

Amy Million

From: Abel Perez <cper2823@gmail.com>
Sent: Saturday, September 26, 2015 1:55 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Abel Perez
7829 Dorothy Street
Rosemead, California 91770

<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/t.lqr/n99XHFOGTuSV_52llhEluQ/o.gif>

Amy Million

From: Robert Hicks <rahicks@charter.net>
Sent: Saturday, September 26, 2015 2:08 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Robert Hicks
2999 E Ocean Blvd, #1740
Long Beach, California 90803

<<http://click.actionnetwork.org/mpss/o/3gA/kLwXAA/t.1qr/DzHv3sJQTFWChyQ0hgPYXg/o.gif>>

Amy Million

From: David McKeever <dmckeeper@cbnorcal.com>
Sent: Saturday, September 26, 2015 3:37 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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Sincerely,

David McKeever
2523 Brewster Avenue
Redwood City, California 94062

<<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qr/tGxzUu6UREenAhbHu9aOKg/o.gif>>

Amy Million

From: Marianne Shaw <stringshaw@comcast.net>
Sent: Saturday, September 26, 2015 3:50 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Marianne Shaw
165 Esmeyer Drive
San Rafael, California 94903

<<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/t.1qr/LTFVJMFKTTcJZr9NxIDYcg/o.gif>>

Amy Million

From: Michelle MacKenzie <michellehmackenzie@gmail.com>
Sent: Saturday, September 26, 2015 3:53 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Michelle MacKenzie
2607 Graceland Ave
San Carlos, California 94070

<<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qr/-ywfOYCiRgS2dv4xjZkvDA/o.gif>>

Amy Million

From: Clarence Hagmeier <hagmeier60@hotmail.com>
Sent: Saturday, September 26, 2015 4:04 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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Sincerely,

Clarence Hagmeier
POB 9
Petrolia, California 95558

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qr/od69kTFCQ423a9248UeCJg/o.gif>>

Amy Million

From: Marjorie Moss <moss_m@att.net>
Sent: Saturday, September 26, 2015 8:03 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Marjorie Moss
2736 Caminito San Pablo
Del Mar, California 92014-3823

<http://click.actionnetwork.org/mpss/o/5QA/kLwXAA/t.1qs/bzqa0k3YR3ife_GTFuG-ig/o.gif>

Amy Million

From: Chuck Wieland <casper55@hush.com>
Sent: Saturday, September 26, 2015 8:09 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Chuck Wieland
206A Compton Circle
San Ramon, California 94583

<http://click.actionnetwork.org/mpss/o/2AA/kLwXAA/t.lqs/_3DmYifaRd2X4wx1LBqVSw/o.gif>

Amy Million

From: Russell Weusz <russweisz@baymoon.com>
Sent: Saturday, September 26, 2015 8:11 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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Sincerely,

Russell Weusz
319 Laguna St
Santa Cruz, California 95060

<<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qs/ej6Zq-7WT9ijrctHxKwmDQ/o.gif>>

Amy Million

From: elizabeth shore <bmyrin@mail.com>
Sent: Saturday, September 26, 2015 9:35 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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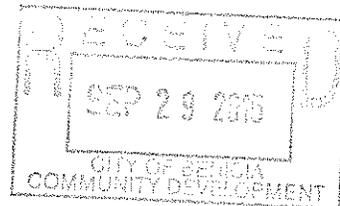
Sincerely,

elizabeth shore
pob 2748
san anselmo, ca, California 94979

<<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qs/VQZ2XFWYTTG6O2NQPJw0lg/o.gif>>

Amy Million

From: Gregg Johnson <gregg8878@att.net>
Sent: Saturday, September 26, 2015 11:01 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

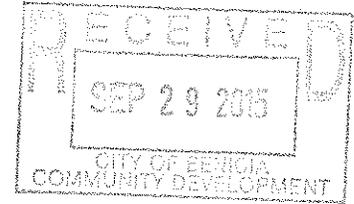
Sincerely,

Gregg Johnson
790 Lenzen Ave Apt 344
San Jose, California 95126-2775

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qs/AWq0kXOHTRKit-Aa05ultA/o.gif>>

Amy Million

From: Marilyn Martin <MarilynLMartin@msn.com>
Sent: Sunday, September 27, 2015 12:58 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million:

I am deeply concern regarding Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate the community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For these reasons, I urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Marilyn Martin
6020 Loganwood Drive
Rockville, MD, Maryland 20852

<<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qs/YoVKr5nMR8KR0Xk2OZO1rA/o.gif>>

Amy Million

From: Rebecca Frey <rebecca.frey@mac.com>
Sent: Sunday, September 27, 2015 9:36 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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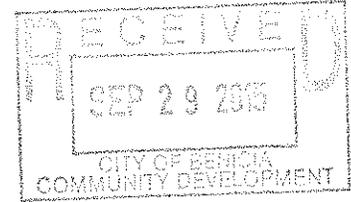
Sincerely,

Rebecca Frey
181 Cherry St
Ukiah, California 95482

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qs/HeNzbbgaSiuFbOZzpuGfxA/o.gif>>

Amy Million

From: ARLENE STEVENS <stevensarlene@comcast.net>
Sent: Sunday, September 27, 2015 10:23 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

ARLENE STEVENS
8451 Montpelier Way
Sacramento, California 95823

<<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/t.1qs/ojgb4oC3Szy6-mIV6BfBXA/o.gif>>

Amy Million

From: Janet Miller <millerontap@earthlink.net>
Sent: Sunday, September 27, 2015 10:48 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Janet Miller
13331 Moorpark St. Unit 206
Sherman Oaks, California 91423

<http://click.actionnetwork.org/mpss/o/5wA/kLwXAA/t.1qs/_BJX9H51TKOc8fhBYwGlqQ/o.gif>

Amy Million

From: Karen Valentine <valenzday@earthlink.net>
Sent: Sunday, September 27, 2015 12:10 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Karen Valentine
720 A Olson Road
Soquel, California 95073

<<http://click.actionnetwork.org/mpss/o/3QA/kLwXAA/f.1qs/MGDaO4lhTqedxivZsHCBWw/o.gif>>

Amy Million

From: MARY MARKUS <hopnrymarymarkus@gmail.com>
Sent: Sunday, September 27, 2015 12:45 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

MARY MARKUS
10462 Ramona Way
Garden Grove, California 92840-2044

<<http://click.actionnetwork.org/mpss/o/6AA/kLwXAA/t.1qs/kIPGyi7qTAmJ0aw5cXr2lg/o.gif>>

Amy Million

From: Annette Saint John Lawrence <asjlawrence@earthlink.net>
Sent: Sunday, September 27, 2015 3:21 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,
Rev. Annette Saint John Lawrence

Annette Saint John Lawrence
14320 Addison St.
Sherman Oaks, California 91423

<<http://click.actionnetwork.org/mpss/o/4AA/kLwXAA/t.1qs/7zxk5C5wSTyPDt2ajwoC-Q/o.gif>>

Amy Million

From: Vance Lausmann <lausmann@earthlink.net>
Sent: Sunday, September 27, 2015 3:45 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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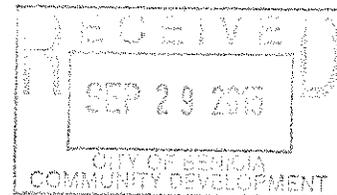
Sincerely,

Vance Lausmann
31475 San Ardo Ave
Cathedral Cty, California 92234-3046

<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qs/YPU2VkjISgWbAPU35rj_VQ/o.gif>

Amy Million

From: Lori Shimabukuro <halcyonseasons@gmail.com>
Sent: Sunday, September 27, 2015 4:24 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Lori Shimabukuro
1616 Debenham St.
Roseville, California 95747

<<http://click.actionnetwork.org/mpss/o/5wA/kLwXAA/t.1qs/va7EmL2pRB2yBnxJheXV3g/o.gif>>

Amy Million

From: Wm Briggs <MEGAMAX2@ROADRUNNER.COM>
Sent: Sunday, September 27, 2015 5:31 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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Sincerely,

Wm Briggs
46 - 20th Court
Hermosa Beach, California 90254

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qt/fhCEs6d-TrSebDFUu2B1EQ/o.gif>>

Amy Million

From: Aggie Lukaszewski <agski48@gmail.com>
Sent: Sunday, September 27, 2015 5:45 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Some things are better left undone.

Sincerely,

Aggie Lukaszewski
5 Bellevue
Oakland, California 94610

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qt/IO74WopbRRK53nJTas5KZw/o.gif>>

Amy Million

From: Marilyn A Moore <marilmoore@verizon.net>
Sent: Sunday, September 27, 2015 6:06 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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Sincerely,

Marilyn A Moore
1531 Josie Ave
Long Beach, California 90815

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Amy Million

From: Deborah Filipelli <dfilipelli@mcn.org>
Sent: Sunday, September 27, 2015 6:41 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

The following represents my position in strong opposition to Valero's proposed oil train terminal in Benicia. I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Deborah Filipelli
p.o. box 341
the sea ranch, 95497

<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/t.1qt/1oyy_Gp_SNC2gd1XIWXKjA/o.gif>

Amy Million

From: Rick Luttmann <rick.luttmann@sonoma.edu>
Sent: Sunday, September 27, 2015 8:44 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Rick Luttmann
917 Dorine Avenue
Rohnert Park, California 94928-1716

<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qt/M1mA8OifTWe_0-cXDCXuNQ/o.gif>

Amy Million

From: John Fioretta <fiorettajohn@att.net>
Sent: Sunday, September 27, 2015 8:52 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

John Fioretta
195 Arroyo Way
San Jose, California 95112

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Amy Million

From: Andrea Kroll <breezybirdhill@comcast.net>
Sent: Monday, September 28, 2015 7:40 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Andrea Kroll
432 Brentwood Drive
Benicia, California 94510

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Amy Million

From: Matthew O'Brien <obranger@fastmail.fm>
Sent: Monday, September 28, 2015 9:55 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

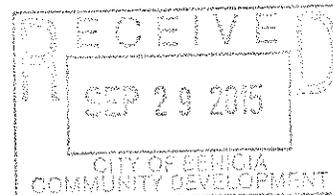
Sincerely,

Matthew O'Brien
13974 Sparren Ave
San Diego, California 92129

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Amy Million

From: Michael & Diane McGrath <michaelmcgrath@socal.rr.com>
Sent: Monday, September 28, 2015 10:10 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely, Michael&DianeMcGrath

Michael & Diane McGrath
12101 Bradford Place
Granada Hills, California 91344-2322

<http://click.actionnetwork.org/mpss/o/4wA/kLwXAA/t.1qt/XqJgYHYxQOu3Cv3y_Yr-hQ/o.gif>

Amy Million

From: Annette Raible <amraible@gmail.com>
Sent: Monday, September 28, 2015 3:34 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Annette Raible
6163 Bodega Ave.
Petaluma, California 94952

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Amy Million

From: Charlene Root <firebyrd@earthlink.net>
Sent: Monday, September 28, 2015 7:33 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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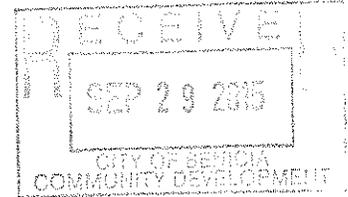
Sincerely,

Charlene Root
8634 Friends Avenue
Whittier, California 90602

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Amy Million

From: David Woods <awpiomf@gmail.com>
Sent: Monday, September 28, 2015 7:52 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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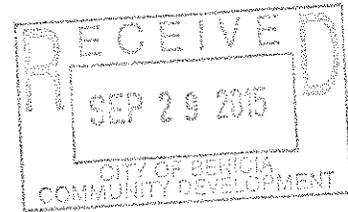
Sincerely,

David Woods
544 Colby St
San Lorenzo, California 94580-1027

<<http://click.actionnetwork.org/mpss/o/5wA/kLwXAA/t.1qu/uHoAlm2rSFw3hhrjtdOMrQ/o.gif>>

Amy Million

From: Sue Bassett <bassettsysan@gmail.com>
Sent: Monday, September 28, 2015 8:23 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Sue Bassett
5629 Monte Corita Circle
Citrus Heights, California 95621

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Amy Million

From: Brandy Priest <brandy priest1978@gmail.com>
Sent: Monday, September 28, 2015 8:47 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Brandy Priest
202 Mermod Road
Winters, California 95694

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/t.1qu/Z35nRp-WTNexUWiORJoFXA/o.gif>>

Amy Million

From: Linda Yarbrough <eyarbrough@att.net>
Sent: Monday, September 28, 2015 9:14 PM
To: Amy Million
Subject: Support Valero Crude by Rail Project



My family and I have lived in Benicia for 43 years.

We strongly support Valero's crude by rail project.

This vital project has been held up too long. There is little risk to Benicia residents or the environment.

The advantages for all California residents far out weighs the risk of transporting this vital domestic commodity by rail.

California residents will require petroleum products for many years to come. We simply can not live and prosper without them, Please support this project. It is time to do it and the right thing to do.

Ed & Linda Yarbrough
375 Saint Augustine Court
Benicia, Ca. 94510

Amy Million

From: Stephen Rosenblum <pol1@rosenblums.us>
Sent: Monday, September 28, 2015 10:31 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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Sincerely,

Stephen Rosenblum
212 Santa Rita Ave
Palo Alto, California 94301

<<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1qu/YfAKqgpiTUm5koZ-F-lguQ/o.gif>>

Amy Million

From: Carla Cicchi <cjc2sea@att.net>
Sent: Monday, September 28, 2015 11:07 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am concerned over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community and others.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery.

The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars.

Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons.

The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars.

The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project cannot be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050.

At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color.

Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully implore the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

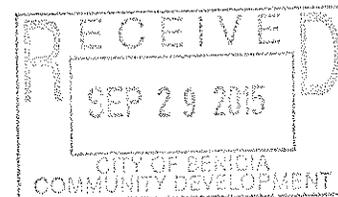
Carla Cicchi
PO Box 907

Placerville, California 95667

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Amy Million

From: Ronit Corry <ronit@worldshare.net>
Sent: Monday, September 28, 2015 11:39 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Ronit Corry
3956 Calle Cita
Santa Barbara, California 93110

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Amy Million

From: Holly Yokoyama <holly.yokoyama@gmail.com>
Sent: Tuesday, September 29, 2015 12:38 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

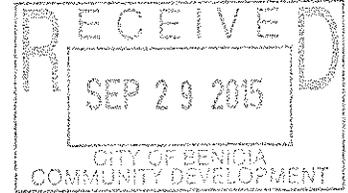
Sincerely,

Holly Yokoyama
5568 Eastwood Ave
Rancho Cucamonga, California 91737

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Amy Million

From: Edwina White <edwinaw8@yahoo.com>
Sent: Tuesday, September 29, 2015 3:20 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing concerned over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate communities all over northern California.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens, including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

Also according to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways.

The EIR assumes that the "worst case" scenario is a spill of 8 tanker cars, about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than more oil infrastructure.

Finally, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities, primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism.

I respectfully urge the Planning Commission and City Council to not certify this EIR, and to reject Valero's proposed oil train terminal in Benicia.

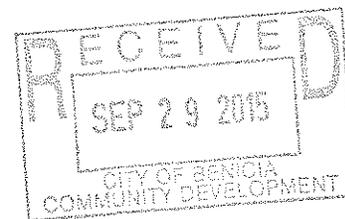
Sincerely,

Edwina White
1410 Q St., Apt. G
Sacramento, California 95811

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Amy Million

From: Dianne Miller <dianne918@att.net>
Sent: Tuesday, September 29, 2015 3:17 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

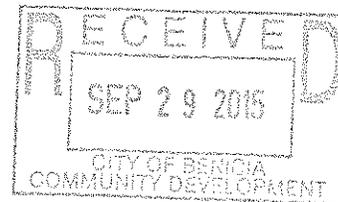
Sincerely,

Dianne Miller
1440 Puterbaugh
San Diego, CA, California 92103

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Amy Million

From: Sue Kleiman <suzykleiman@gmail.com>
Sent: Tuesday, September 29, 2015 5:03 PM
To: Brad Kilger; Amy Million
Subject: I Sill Support Valerio's Crude By Rail project



Dear Brad Kilger and Amy Million,

I continue to support this project, as the recent General Fund 10-Year Forecast

shows that Benicia needs to support infrastructure development to ensure our

economic future.

The reasonable concerns have been addressed, again and again.

Valero's project will create jobs, continued tax revenue for the city, and continue

Americas drive towards energy independence.

It is vital that we look at the big picture for our community and our country when making decisions about the future,

and in my opinion, the benefits of this project far, far outweigh the risks.

There is really no good reason left not to support this project. It has been studied to death over the last several years.

The serious concerns have all been addressed adequately, more than once.

As you know, there are some people who would never approve, no matter what the logic. These people just throw up roadblock after roadblock, delaying tactics after delaying tactic.

They are not honest people of goodwill.

There are some people who still think think the world is flat.

Thank goodness there are still logical people of good will, who move forward, with or without them.

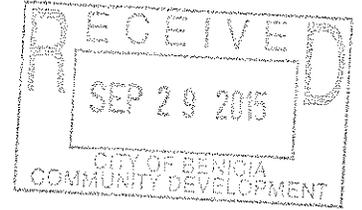
Thank you,

Suzanne Kleiman
Benicia resident



Amy Million

From: s Grinthal <sgrinthal@yahoo.com>
Sent: Tuesday, September 29, 2015 5:03 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

s Grinthal
1 De Anza Court
s, California 94402

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Amy Million

From: Yvette Doublet-Weislak <yweislak@yahoo.com>
Sent: Tuesday, September 29, 2015 5:05 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Yvette Doublet-Weislak
18481 Altimira Circle
Morgan Hill, Alaska CA

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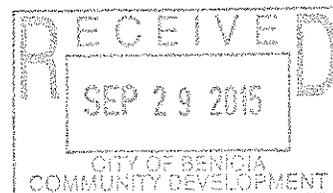
Amy Million

From: djniekamp@gmail.com on behalf of David Niekamp <david@davcoproperties.com>
Sent: Tuesday, September 29, 2015 5:13 PM
To: Amy Million
Subject: Valero Rail Project

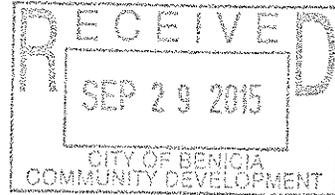
Please approve this project. It makes total sense to use US crude instead of foreign crude and they can train the oil in safely.

Let's keep Valero in Benicia for the taxes and jobs they generate. Don't work with them and see long term they will become uncompetitive and it will shut down.

David



To: City of Benicia
Amy Million, principal planner
Community Development Department
250 East L Street
Benicia, California 94510
amikkion@ci.benicia.ca.us



First, I am not an environment, environments do not eat meat. The production of all types of meat is the number one source of, ozone depletion, ocean dead zones, water shortages, world hunger, Amazon forest destruction and world wide pollution according to a U.N. research paper. I neither support nor deny the views of the authors in this link to U.N. study, http://www.unep.org/pdf/unep-geas_oct_2012.pdf or the documentary cowspiracy. I provide information as a public service, as anyone or any organization truly concerned about the environment would do.

The California State Legislature finds and declares "Every citizen has a responsibility to contribute to the preservation and enhancement of the environment." Local government dose not have the legal authority to countermand Legislative intent. U.S. vs. BP Federal court rules disregarding safety for profit is Gross Negligence under the law <http://www.cnn.com/id/101958656#>

I do believe in The Declaration of Independence, civil rights, god's given right every man, woman and child has the right to live in a as clean and as beautiful an environment as anyone else. Civil Rights title VI, Cal Gov. Code 11135 and Presidential Executive Order 12898. I believe in putting America back to work building a clean future using new technology.

Tonight I would like to bring to light one of the hundreds of disparities in DEIR. The original plan called for the construction of a new crude oil tank, since dropped. Specifications called for very expensive additions to tank of flanges so large pipes could be connected, only referring for their need as possible future refinery needs.(This has always bothered me: Why spend the money? Why make this statement?) In doing some research a came across a description of the Valero refinery, amongst other things it pointed out the refinery currently has docks for sea going ships and receives sweet California crude from the central valley via pipeline. This sweet crude supply by pipeline is expected to dry up.

In Pittsburg, Ca a company called WesPac is trying to build a facility to use the very same rails, ships and pipelines. Their plans have taken many forms in an attempt to get it built. In one version crude by rail would be arriving 24 hours a day, in another hundreds of ships and barges would be used. Currently in Canada they are trying to ship crude to the west coast and the Pacific. Hundreds of these ships may be bound for Benicia and San Francisco Bay in the future to off load crude for shipment via pipeline or rail. If WesPac is willing to spend tens of millions on this type of project way would Valero not try to take advantage of its current position to capitalize on the tens of millions to be made as intermediary transporting crude by pipe, ship, or rail. This is a real possibly which is financially lucrative for Valero. These alternative scenario needs to be including as possible project alternative. Draft EIR needs to be recirculated with alternatives and all relative studies prepared. I am not saying I support them.

Excerpt from CEQA guidelines 15126.6(a) the lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. I do not believe this discussion between City and the public ever took place. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

Rampant self interest has only put America out of work and failed to materialize a new modern society once promised. Rampant self interest is responsible for the largest number of war refugees and imprisoned citizens ever seen in history. It is time for elected officials to hold themselves and corporations to a higher standard, to put America back to work building a clean future, not living in the past.

Attached is list of 50 other areas of concern still not addressed in RDEIR, documentation to follow.

CEQA Is About Honesty and Integrity

Valero Acknowledges Their Intent to Use Discriminating Federal Law

States' Constitutional Tenth Amendment Regulatory Authority over Commerce

Declaration of Independence

Misrepresentations of CEQA's Intent

Cost or Impedance of Project Objective in not a Factor in Alternatives

Insignificant Finding for Environment may be Significant for Economic and Social Effects

Lead Agency to Select Alternatives for Discussion in DEIR

Valero Dose not Rule out Future Export of Crude by Pipeline or Ship

RDEIR needs to be Circulated with Feasible Alternatives

Project does not conform to the Mandate of State Legislature

DELTA PROTECTION COMMISSION has Failed its Fiduciary Responsibilities

Valero Acknowledges Proposal Is a New Use of Facilities

DEIR Transportation Study Infer Past Injustice Justifies Continued Injustice

DEIR Noise Study Infer Past Injustice Justifies Continued Injustice

DRIR Valero's Postulation Air Sampling in Vallejo is the same as Benicia is Implausible

Valero Acknowledges Intent to Endanger Live and Property

Dangers of Volatile Liquids Storage Known Since 1947

Valero Acknowledges No Safeguards Agents Chain Reaction Failure of railcars or tanks

Valero Acknowledges use of Outdated Railcars

Promise of Safer Transportation Already Broken

Department of transportation (DOT) expects 15 mainline derailments in 2015

1973 Roseville Ammunition Train Explosions Could Happen in Benicia

Hydrocarbon Tank Failures Common

Applicant Acknowledges Evaporative Losses of Highly Detonable hydrocarbons Into the Atmosphere from Existing Tanks and railcars

Sighting and Construction Concerns, Applicant Acknowledges Liquefaction and Settling Will Occur During an Earthquake

Fires, Explosions and an AIR/FUEL DETONATION are the Biggest Immediate Threat to Life and Property during a Hydrocarbon Spill

Secondary Barrier Must Contain Shock Wave and Extreme Heat

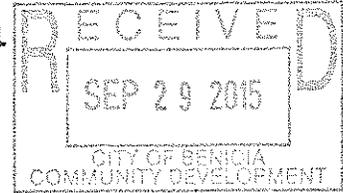
State of the Art Monitoring

Mutual Aide Too Little too Late
Benicia's final Obligation to Respond to Incidents at Valero
Special Assessment Proposition 218, disaster response district formed for industries needing foam and spill containment.
Nitrogen Replacement of Atmosphere
Damage Caused By Oil Spill More Than Just Cleanup
Drinking Water Supply for .5 Million Customers of Contra Costa Water District
Protection of Delta's Scenic, Wildlife, Recreational Habitats and Antioch Dunes National Wildlife Refuge
STATE Urban Water Management Plan
Onsite Safety Equipment to Protect Life and Property
Valero Acknowledges Security Routinely Breached. Analyses, Terrorist/Employee Sabotage
Need for 24 Hour Protection against Terrorist Attack
Need For \$5.75 billion Californian Certificate of Financial Responsibility
No Verifiable Statistical Analysis Models Were Used In DEIR
Why Most Published Research Findings Are False
Statistical Analysis; Science or Pseudoscience?
Cumulative Impact
Less Discriminatory Alternatives
Environmentally Superior, Less Discriminatory Project Alternative
Reckless Disregard for Human Life
Constitutionally Valero has no standing in these proceedings
The American Corporation
Getting the History Right. Tracking the real history of corporate rights in American constitutional
Our Hidden History of Corporations in the United States
New York Times Motivating Corporations to Do Good JULY 15, 2014
Department of Justice/ History of Criminal Intent by Oil Industry
Are we a Republic or Corporatocracy?
Hypothetical Case Study Bighorn Medicine Wheel in Wyoming, 7000 years of Native American Law
Citizens' right to be finally authority: State ratification of constitutional changes

Sincerely;
James Brian MacDonald
Jbmd56@yahoo.com

Amy Million

**BENICIA PLANNING COMMISSION – PUBLIC HEARING ON VALERO CRUDE BY RAIL
WRITTEN COMMENTS BY ROGER D. STRAW, 766 WEST J, BENICIA
Tuesday, September 29, 2015**



AN EXPLOSION OF INFORMATION

First, a word about my last two years, spent studying crude by rail and related issues. My world, like yours, has become entirely OVERLOADED with information about oil trains in general and Valero's proposal in particular. I never thought my retirement would be spent covering news about crude oil trains and helping organize a thoughtful opposition in my hometown. I long for this to be over and done with. I'm sure you do, too.

FEDERAL PREEMPTION

The RDEIR: the document defers at every turn to "federal preemption" as justification for lack of alternatives or mitigations, and leaves the project as proposed as the preferred alternative. Note that Federal preemption might just as reasonably be cited as a good reason for denying Valero's permit: the City and Valero have no control whatsoever over rail transport. How can we approve a project that we cannot regulate or control?

THE RDEIR – TOO LITTLE DETAIL, NO VIABLE SOLUTIONS

The RDEIR fails on so many grounds that I will only be able to address a few of my findings here tonight, and hopefully leave to others some hugely significant issues that I will not have time to flag. The document lifts up findings of "potentially significant" environmental impacts and "unmitigatable" hazards to human life, but gives the project a green light as proposed. The document raises concern about "life-threatening hazards" but goes into very little detail as to the nature of those hazards.

EXAMPLE: WATER IMPACTS

Many examples occur in the section dealing with "Train derailments and unloading accidents." The discussion of water impacts, for instance, *on pp. 2-114 to 2-116 (PDF pp. 126-128)* begins with this statement:

"Train derailments and other accident conditions (including tank car punctures and fitting failures) could result in substantial adverse impacts to Hydrology and Water Quality Such incidents and accidents also could expose people or structures to a significant risk of loss, injury or death...." [Emphasis added.]

But the report fails to describe how so. It fails to describe in detail the effects on humans of potential water impacts in our mountain resorts, pristine rivers and our nearby Suisun Marsh.

Also disturbing, the RDEIR neglects any mention of the near impossibility of cleanup when heavy tar-sands dilbit spills and sinks to the bottom of a waterway. It simply refers to the State of California's

responsibilities under SB861 (*Oil Spill Prevention and Response*), offers one of its many references to Federal preemption ... and concludes that there are no mitigation measures available.

Substantial and unavoidable water risks? ...the message seems to be: **live with it.**

TANK CAR DESIGN

My greatest concern has been, and continues to be, the fragility of tank cars currently in use to transport North American extreme crude oils. Recently, the Dept. of Transportation released new rules governing rail safety and requiring companies to replace all older tank cars with a new, stronger "117" tank car design for carrying "High Hazard" flammable crude oil by 2020. The RDEIR does not say whether Valero and UP would switch from use of CP-1232s to the "safer" 117 tank car before 2020. Why not, given Valero's oft-stated concern for public safety?

Could it be because, as the RDEIR states, even the 117's are not safe? RDEIR charts (*see Table 4.7.5 on p. 2-81, [PDF p. 93]*), Figures 5.1, 2 and 3 (*PDF pp. 173-175*) show vividly the significant cumulative impact potential for human injuries and death using all the "newer" tank car designs, 1232, 117 and 117R. It concludes, "As shown in these figures, while the updated tank car designs reduce the overall risk, the impact would remain significant."

How in the name of moral prudence, and how as a visionary people, can we conclude that this kind of project must go forward?

TANK CAR OFFLOADING PROCEDURES

Another concern is tank car offloading procedures. The RDEIR 2.4.2, *Section 3.4.2.1, Tank Car Transport and Unloading (p. 2-20 to 2-23 [PDF pp. 32-35])*, especially the section describing typical tank car handling comes off as thorough, transparent and technical. However, I have read the Federal Railroad Administration's 2014 reference manual, Pamphlet 34 – Recommended Methods for the Safe Loading and Unloading of Non-Pressure (General Service) and Pressure [of] Tank Cars. The manual gives detailed safe practices requirements that would have each car's bottom valve tested on-site before unloading the car. This valve-check procedure (as far as I can tell) would necessarily result in a small release of crude oil into an open container with attendant potential hazards and unavoidable fugitive emissions. The procedure is never discussed in Valero's DEIR or RDEIR.

Will Valero follow these safe practices? If so, how will these operations add to the project's potential safety hazards and fugitive emissions?

POSITIVE TRAIN CONTROL

Finally, the RDEIR states (*p. 2-92, PFD p. 104*), "Most of the mainline routes between the Refinery and the stateline that would be used for the proposed project have been upgraded to include PTC [Positive Train Control]....etc. (*Revised DEIR Appendix F, citing UPRR, 2014b*)." That would be great, but I doubt it. I would like to see convincing detail and confirmation of that statement. The claim being made here does not square with national reports showing a widespread lack of progress toward implementation of

PTC by the end of 2015 as required by law. There are significant railroad lobbying efforts to persuade Congress to extend the deadline, and I wouldn't be at all surprised to learn that UP has in fact NOT upgraded many segments of the rail routes being proposed.

OTHER SIGNIFICANT ISSUES – FOR OTHERS, OR FOR LATER COMMENT

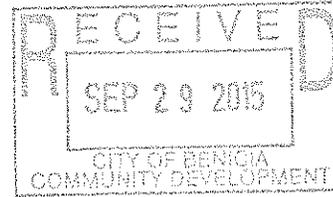
Excerpted from spoken comments: I will not have time tonight to discuss a large number of significant issues, but will simply list a few that should be visited by you or others:

- Inadequate emergency response and responders' need to "let it burn"
- Routing through communities small and large, prime wilderness, treacherous mountains and remote and idyllic pastures and marshes
- The safety and economic vulnerability of the Industrial Park in the event of an explosion
- Continuing traffic concerns
- Extreme global pollution at the source – our commitment to a sustainable world

ROGER STRAW
766 WEST J STREET, BENICIA

September 29, 2015

Members of the Planning Commission
City of Benicia
Benicia CA 94510



Dear Members of the Commission,

As a resident of Benicia for over 35 years, I'd like to express my support for the Valero crude by rail project.

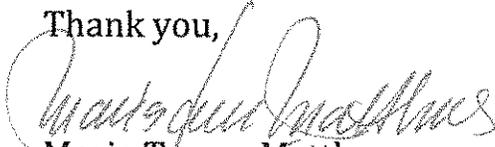
It is evident that Valero has complied with all City requirements and information asked of them. In my opinion they have been transparent to the community and have answered the citizens' questions through print and community informational meetings.

Valero has proven to be a responsible company with an outstanding safety record. The Benicia refinery is the only one of the refineries to have received the VPP Star Site recognition for preparedness and prevention procedures surpassing Cal/OSHA standards.

The City hired independent experts to analyze this project through Environmental Impact Reports. Based on their findings, the recently issued Revised Report and the previous versions state this project would reduce air emissions and generate local economic activity in Benicia.

I ask you to look only at facts and approve Valero's request.

Thank you,


Maria Teresa Matthews
575 Cooper Drive

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**Hazardous Material Team and Response Resources Capabilities
Updated Gap Analysis for Transport and Response of
Hazardous Materials by Rail and Refineries in California**

INTRODUCTION

The existence of hazardous materials is a fact of life. They are necessary to create the goods and resources that we use every day. Another fact of life, however, is that accidents and emergencies will occur, causing an immediate threat to life, property and/or the environment. History has shown that when accidents and emergencies involve hazardous materials, they are extremely complex to mitigate. This is because they often present multiple cascading impacts, requiring a coordinated and immediate response utilizing both public and private resources.

California faces many natural and man-made threats. As a result, we have perhaps one of the most robust emergency response systems in the world. Whether it is coordination with our local and state fire agencies, law enforcement, public health, emergency medical services, environmental health, or emergency managers, and/or in conjunction with our private sector partners, we all pitch in through a standardized emergency management and mutual aid system to make California as safe and secure as possible. While the current system is robust, it must be constantly reevaluated to find weaknesses so that California can be prepared for the worst case scenario.

As the population of California increases and our communities grow, the potential impacts of a catastrophic hazardous materials release presents new and complex challenges for our local and state responders and emergency managers. California must fully develop and maintain a reliable and capable emergency response system to effectively respond to and safely mitigate the impacts and damage to life, property, and the environment that can be caused by a release or spill of hazardous materials transported by rail.

The following updated Gap Analysis (Analysis) outlines existing hazardous material capabilities and emergency response resources operated by our local, state, federal, industrial, and tribal partners, and may be available to respond either directly or as part of a mutual aid request to an accident resulting in a major hazardous materials release. It also identifies gaps in adequate planning, training, and response capabilities.

This Analysis Assesses:

- Rail systems and transport of hazardous materials in correlation to critical infrastructure, environmentally sensitive areas, and areas of population density;
- Key Threat Zones;
- The location of existing public and private Hazardous Materials resources;
- Emergency response time challenges for acceptable areas of coverage;
- Gaps in required and reliable Hazardous Materials response capabilities; and

- Resource and training gaps which exist to ensure for a comprehensive, reliable and sustainable hazardous materials emergency response capability.

HAZARDOUS MATERIALS TEAMS (Certified) – Attachment #1

In California, several local municipalities have created specialized Hazardous Material Response Units (Haz-Mat Teams) with the primary responsibility for protecting their communities, public resources, the environment, and property in the event of accidents or releases involving hazardous materials. These Teams vary in capability level throughout the State, but are located primarily in the densely populated metropolitan areas.

In an effort to maximize the utility of these local Haz-Mat Teams for expansion and to ensure their availability for regional mutual aid response, the California Governor's Office of Emergency Services (Cal OES), as a part of the Standardized Emergency Management System (SEMS), the National Incident Management System (NIMS) and the Statewide Fire, Rescue and Hazardous Materials Mutual Aid Plan, has taken the Haz-Mat Team concept one step further to create a Hazardous Materials Team Typing program to better identify and coordinate the response of these specialized resources.¹ Since 2004, the Fire & Rescue Branch of Cal OES, along with FIRESCOPE (Firefighting Resources of California Organized for Potential Emergencies), has been actively working on a strategic and tactical program of certifying response competency of Haz-Mat Teams in the State.

The focus of this program has been to ensure that Haz-Mat response teams can be coordinated and brought into the State Master Mutual Aid System, in accordance with accepted FIRESCOPE mutual aid and SEMS response standards. The scope ensures that there is a coordinated and reliable mechanism available for local, regional and State authorities to access, in the event of a major Haz-Mat incident requiring additional assistance when city and/or Operational Area (County) hazardous materials resources have been exhausted, or in the event that the situation is of such complexity and severity that it requires the immediate combination of multiple levels of specialized capabilities to safely mitigate it.

This program has four (4) significant objectives:

1. Standardized and Certified Training Requirements;
2. Development and sustainment of a standardized Hazardous Materials Equipment List – based on performance Typing standard;
3. Development of a Haz-Mat Team Typing concept – based on intervention/response capability; and
4. On-site inspections of the Teams – to assure for on-going compliance, certification and standardization.

To date, Cal OES has certified sixty (60) local Hazardous Materials Teams that have voluntarily entered the OES/FIRESCOPE Haz-Mat Team Typing Program. (*Attachment #1*). These 60 teams have also been identified on the attached Railroad Maps (*Maps #2, #3, #4*).

¹ Incident Command System 420-1 FIRESCOPE Typing Guideline

GAP ANALYSIS

Given the size of California, more Haz-Mat Teams are necessary to:

- Effectively and safely respond to and mitigate any catastrophic event resulting in a hazardous materials release; and
- Account for acceptable standards of response area coverage, given the size, diversity, and population of our State.

Any emergency response system is only as strong as its weakest link. The weakest link in our present system is where emergency response resources, training, and capabilities are limited or simply do not exist. These areas are considered to be our "gaps." To better understand these gaps, this Analysis identifies key threat areas and locations where accidents could potentially occur. The focus areas of review included existing transportation corridors; highways, airways, ports, and rail systems. Specifically, this updated Analysis focuses exclusively on the rail routes in California, including associated refinery and final terminal locations.

This Analysis also reviews capabilities and enhancements developed and provided for by the industry and shippers of hazardous materials. These capability enhancements can and do assist in the response to an accident. These capabilities include: CHEMTREC² a 24/7 public service hotline for responders that obtains information on hazardous material types and characteristics provided by the American Chemistry Council (ACC); public education and awareness programs on rail safety such as Transportation Community Awareness and Emergency Response (TRANSCAER)³ which is a voluntary program focusing on assisting communities prepare for possible hazardous materials incidents; and tactical response resources that include contractors, equipment caches, and Petro-Chemical Mutual Aid Organizations (*Attachments #3 & #4*).

While these capabilities remain an important part of our response posture and when possible they are incorporated into existing response plans. However, these resources are insufficient to cover the gaps that currently exist. Additional public-private coordination and collaboration is necessary to maximize our statewide response capabilities and to fill the gaps.

RAIL ROUTES and THREAT ZONES

Trains transporting hazardous materials travel along fixed routes, moving up, down, and across the State every day. Locomotives pulling over a hundred tanker and/or boxcars carry various types of hazardous materials travel through some of the most rural and environmentally sensitive areas then travel through densely-populated areas. Some of these areas include: the Feather River Canyon and across the Donner Pass; through the Sacramento Basin and Central Valley into the Bay Area; across the Tehachapi Pass and

² www.chemtrec.com

³ www.transcaer.com

down into Bakersfield; along our southern coastline; and through the Inland Empire into the Los Angeles basin.

An existing gap that is of particular concern to this Analysis is the lack of qualified Haz-Mat Teams where trains travel through rural California. It is in these areas that the State must focus on enhancing its emergency hazardous materials response capabilities, including: response times, response equipment, responder training (both new and refresher), and the commitment of additional resources. Adding to this challenge, of the State's approximately 56,000 firefighters, roughly 32%, or nearly 14,000 are volunteers, many of whom are based in these rural areas of the State⁴. Equipping, training, and sustaining these resources are critical to a comprehensive hazardous materials response and recovery capability.

STATEWIDE REPORT ON OIL BY RAIL SAFETY IN CALIFORNIA – Attachment #2

An interagency working group of State Agencies, convened by the Governor's Office in June 2014, created a Statewide Report on Oil by Rail Safety in California with corresponding rail routes/high-hazard sites and refineries Map (*Attachment #1 Updated from the Report with refinery information*).

These documents identified areas along rail routes with potential high vulnerability, and identified locations of emergency response teams relative to vulnerabilities. This statewide report and map further focused on oil transport by rail, however the gaps identified also pertain to all hazardous materials being transported across California's railways.

RISK ASSESSMENT

As depicted in the attached map, there are numerous risks identified throughout the state from a potential major hazardous materials incident. In addition, significant gaps have been identified in reliable local (1st responder) emergency response capabilities.

Specifically, the assessment found the following:

- High-hazard areas for derailments are primarily located in the mountains, with at least one such site along every rail route into and/or through California. Some high-hazard areas are also located in more urban areas, such as in the San Bernardino-Riverside and San Luis Obispo regions. Overall, these high-hazard areas represent only an estimated 2% of track, yet these areas are where 18% of the derailments have occurred⁵. The high-hazard areas do not reflect the locations of other types of rail accidents (e.g., collisions). Therefore, while the highlighted areas are important, they are not the only sites where accidents may occur. In fact, 82% of derailments occurred in a wide range of other locations.

⁴ Cal OES Fire and Rescue Statewide Inventory Assessment 2015

⁵ "High-hazard areas" are areas that were identified in Decision 97-09-045 of the California Public Utilities Commission, and were identified either by a statistically significant high frequency of derailments, or by the existence of restrictive railroad operating rules to address unusually risky operating characteristics such as steep grade and sharp curves. There is considerable overlap between the two identification criteria.

- Areas of vulnerable natural resources are located throughout the State, including in urban areas. A rail accident almost anywhere in California would place waterways and sensitive ecosystems at risk. As a result, the high-hazard areas for derailments are generally located in areas with important natural resources and nearby critical waterway systems (e.g., Dunsmuir, the Feather River Canyon, and Donner Pass).
- Emergency Haz-Mat response teams in California generally have moderate to good coverage of urban areas, with the primary responsibility of responding to incidents within their respective jurisdictional boundaries. Given the limited nature of Haz-Mat resources and the challenge and cost of maintaining qualified Haz-Mat Teams, communities that do possess these resources do not typically participate in the larger State Mutual Aid System by dispatching their Haz-Mat Teams too far outside of their jurisdictional area.
- Further, there are limited or no Haz-Mat Teams located near the high-hazard areas in rural Northern California that meet response time criteria and/or operational standards. Some areas such as Yuba City and Monterey only contain "Type 3 Haz-mat" Teams. These units represent the lowest level of Typing Standards and are not equipped to perform a lead role during a major hazardous materials incident.
- Other populated areas near rail routes, including Stockton, San Luis Obispo, Santa Maria, and Barstow, contain only "Non-Certified Haz-Mat" teams. These local teams have not applied to be certified by the State as meeting FIRESCOPE Typing levels and standards for training and equipment.
- Population centers, schools, and hospitals are frequently located near rail lines in urban areas and in the Central Valley. A highly populated area is located near a major high-hazard area for derailments in the San Bernardino-Riverside area.
- Rail lines in California are located along earthquake faults in many areas, especially in urban areas in and around Los Angeles and the Bay Area. A major earthquake could damage tracks and bridges at the same time hazardous materials are being transported resulting in derailment and potential catastrophic release of hazardous materials. In addition, an earthquake with an epicenter in an urban area has a high potential of causing damage to rail systems beyond the immediate area of the marked faults.

THE GAP ANALYSIS IN TERMS OF TIME

Taking into account the 60 Typed and certified Haz-Mat Teams, the Analysis references two maps that depict emergency response standards of coverage utilizing a radius of 25 miles and 50 miles from High-hazard Areas. Each map represents a minimum level of response coverage within a certain time frame:

- 25 miles represents a one hour response time; and

- 50 miles represents a two hour response time

THE 25 MILE GAP ANALYSIS (Statewide) – Map #2

As depicted in Map #2 (25 Mile), there are a number of substantial gaps in Haz-Mat response capability along identified rail lines. Areas outlined in Map #2 that have been determined major High-hazard Areas by the California Public Utilities Commission include:

- Modoc, Lassen, and Plumas Counties (Two Major High-hazard Areas)
- Siskiyou and North Shasta Counties (One Major High-hazard Area)
- Central Tehama County
- Nevada and Placer Counties (Donner Summit) (One Major High-hazard Area)
- Monterey through San Luis Obispo County and the Northern Corner of Santa Barbara County (Has only a Type 3 Team and a Major High-hazard Area)
- San Joaquin and Stanislaus Counties
- South Central Madera County
- South Tulare to North Kern Counties
- Southeast Corner of Kern County (Mojave area) (One Major High-Hazard Area)
- Northeast Corner of Los Angeles County (Palmdale area)
- Almost all of San Bernardino County (Specifically Barstow area with One Major High-hazard Area)
- South Central Riverside to Imperial Counties

THE 50 MILE GAP ANALYSIS (Statewide) – Map #3

As depicted in Map #3 (50 Mile), fewer gaps exist in Haz-Mat response capability. Areas outlined in Map #3 that have been determined significant High-hazard Areas by the California Public Utilities Commission include:

- Modoc, Lassen, and parts of Plumas Counties (One Major High-hazard Area). The Truckee Haz-Mat Team is within 50 miles but has substantial geographical challenges and depending on the time of year, weather challenges that would significantly extend response times beyond the 2 hour window.
- Siskiyou County (One Major High-hazard Area)
- Monterey through Northern San Luis Obispo County (One Type 3 Team and One Major High-hazard Area)
- Southeast Corner of Kern County (Mojave area)
- The majority of San Bernardino County (Specifically Barstow area with One Major High-hazard Area)
- Imperial County

HAZARDOUS MATERIALS TEAMS (Non-Certified)

There also exist a number of Haz-Mat resources that for various reasons have not been certified, but have shown interest over the years in participating in and enhancing the State Typed response system. These Haz-Mat resources are not portrayed on any of the maps included in this Analysis, as they do not currently meet Typing standards, nor have they entered into the State program that Cal OES coordinates. As such, they cannot be counted on as a reliable and fully trained capability at this time. This is a gap that can be filled over time with increased training and financial support.

Non-certified, but interested Teams include the following:

- Madera County Fire (Madera County)
- Ontario City Fire (San Bernardino County)
- San Manuel Indian Fire Department (San Bernardino County)
- Stockton City Fire (San Joaquin County)
- Tracy City Fire (San Joaquin County)
- Chino Valley Fire (Los Angeles County)
- Torrance City Fire (Los Angeles County)
- Hanford Fire (Kings County)
- San Luis Obispo County (San Luis Obispo County)

Of the non-certified resources, Cal OES is working with three agencies that are building a capability toward providing coverage to identified gaps. These include the City of Stockton Fire/Haz-Mat Team, the City of Tracy City Fire/Haz-Mat Team and the San Luis Obispo County Haz-Mat Team. Properly trained and equipped, these teams would help fill identified gaps in the San Joaquin and San Luis Obispo County areas of the rail lines listed on Maps #1 and #2.

PRIVATE AND INDUSTRY RESOURCES - Attachments #3 & #4

There are other response capabilities and resources within California provided by private contractors and the petro-chemical and rail industries, outside of the Cal OES Haz-Mat Team Typing Program. These private industry resources, while not "Typed" by the State, can help fill gaps by augmenting first and regional responders within the designated critical one to two hour time frame. These resources are predominately in and around refineries and terminal locations, and can provide specialized resources and technical assistance during a major hazardous materials incident. However, the response resources are typically comprised of Fire Brigades and/or contractors, with other responsibilities, and emergency response is not their primary responsibility.

In addition, the dispatch, coordination and situational awareness of these resources as a component of the State coordinated mutual aid response system is yet to be fully developed. There exists an industry supported capability that may meet the needs of emergencies encountered by each respective industry and augment the government/public safety capability that is part of the State's integrated standardized

emergency management and mutual aid system. The capabilities are mutually exclusive for the most part and one capability does not take the place nor does it fully fill the identified gaps of the other.

Public and private entities need to collaborate further in order to fully leverage joint training, equipment, exercises, and information sharing. This is necessary to build a reliable and actionable collective response system. This Analysis identifies the following private capabilities that exist and require further collaboration/coordination:

- Southern California Industrial Mutual Aid Organization (SCIMO)
- Petro-Chemical Mutual Aid Organization (PMAO)
- Burlington Northern Santa Fe (BNSF) Rail-way Response Trailers
- Union Pacific (UP) Railway Response Equipment

In addition, each refinery has some level of firefighting or fire brigade capability on-site and in most cases, has agreements with the local, adjacent municipal fire departments to provide on-site, or jurisdictional mutual aid, training, planning and exercises. However, not all refineries have an organized Fire Brigade or coordinated fire assistance system like those facilitated by Southern California Industrial Mutual Aid Organizations (SCIMO) and Petro-Chemical Mutual Aid Organization (PMAO) and discussed below.

SOUTHERN CALIFORNIA INDUSTRIAL MUTUAL AID ORGANIZATIONS (SCIMO) – Attachment #3

Southern California has one of the largest concentrations of refineries, petrochemical plants, heavy industry, and port operations on the West Coast. An existing public/private partnership is the Southern California Industrial Mutual Aid Organization (SCIMO). The SCIMO is a non-profit member-owned corporation combining firefighting, rescue, oil spill and hazardous material response capabilities of the refining, petrochemical, pipeline, aircraft manufacturing, and power generation industries in the Southern California area. The SCIMO has been providing cooperative assistance and expertise for all kinds of emergencies - both natural and man-made since 1970.

SCIMO members include industrial companies that work cooperatively with municipal fire departments and government agencies in the greater Los Angeles Area. SCIMO maintains a corps of highly trained personnel and a well-maintained pool of more than 70 pieces of specialized equipment, including high-volume foam pumpers, foam trucks, foam tenders, over 60,000 gallons of foam concentrate and specialized industrial rescue and hazardous materials vehicles. Additional SCIMO services include supplemental Incident Command Teams with personnel and Industrial Hygiene Support for community monitoring during industrial emergencies. Operations that are required at participating locations are jointly managed under the Unified Command System with local response agencies and SCIMO.

Response personnel from the various member companies and government agencies are trained at nationally recognized flammable liquid and industrial training centers such as Texas A&M University and the SCIMO participates in frequent drills.

PETRO-CHEMICAL MUTUAL AID ORGANIZATION (PMAO) – Northern California - Attachment #4

The Petro-Chemical Mutual Aid Organization (PMAO) is an emergency response cooperative of oil, chemical, and related companies in Northern California. The primary purpose of the PMAO is to provide assistance (material and equipment) to any member requiring aid during an emergency situation. In addition, the PMAO maintains a Mutual Aid Plan for member companies and discusses fire experiences, fire protection and fire prevention information at monthly meetings.

Members of the PMAO participate in the mutual aid planning process and must reserve personnel, material and equipment for their own protection before releases can be made to another member requiring aid. The allocation of mutual aid resources is subject to the decisions of each company's management. No member is obligated to provide the materials or equipment listed in the Mutual Aid Plan as part of a regional public response capability.

Each PMAO member company has identified the specific equipment that may be needed in mutual aid response in the case of a specific scenario involving one of their locations. Those items are defined and listed on the "Task Force" listings under each company's name in their manual. Additionally each company has listed equipment that can be resourced to mutual aid during a member incident. Those items are listed under each company's area in their manual.

The Petro-Chemical Mutual Aid Organization consists of the companies listed below:

- Chevron Products (Chevron Richmond Refinery)
- Valero (Benicia Refinery)
- Phillips 66 (San Francisco Refinery)
- Tesoro (Golden Eagle Refinery)
- Dow Chemical (Pittsburg Plant)
- NuStar LP Selby Terminal (Non-responding Member) (Selby Terminal)
- Solvay-Rhodia, Inc. (Non-responding Member) (Martinez Plant)
- Shell Oil Products U.S. (Shell Martinez Refinery)

BURLINGTON NORTHERN SANTA FE (BNSF) RAILWAY RESPONSE TRAILERS

Another existing resource is Burlington Northern Santa Fe (BNSF) Railway Response Trailers. BNSF Railway currently maintains two firefighting/foam trailers located in Richmond and Barstow. BNSF has also ordered a third for staging in Bakersfield, and has a fourth it can mobilize as needed from Klamath Falls, Oregon. BNSF fire trailers are also maintained to National Fire Protection Association (NFPA) standards and tested annually by a BNSF High Hazmat/Industrial Firefighting contractor who designed and built the trailers.

Each trailer has the following equipment to support an incident: 550 gallons 3% Alcohol Resistant-Aqueous Form Filming Foam (AR-AFFF), 1300' of fire hose (supply lines, cam-lock hoses, hand lines and nozzles), two 750 gpm pumps with deck gun and high-expansion foam nozzles, two 10,000 gallon

portable bladder tanks with various other fittings and support equipment that can operate in conjunction with any other fire apparatus.

BNSF Railway has indicated that they have a 150 mile response radius from their points of origin, are dispatched by BNSF Hazmat Managers and are transported primarily by one of their local contractors who BNSF has identified. BNSF Railway has worked with and invites local fire departments to an annual testing for resource identification, training, and familiarization.

UNION PACIFIC (UP) RAILWAY RESPONSE EQUIPMENT & MANAGEMENT GROUP

The Union Pacific (UP) railroad has assigned four (4) Hazardous Materials Managers and Special Agents to rail yards in Roseville, Long Beach, Mira Loma, and Bakersfield. These Managers coordinate the response of UP personnel and equipment following an accident. UP Haz-Mat equipment includes firefighting trailers consisting of Alcohol Resistant-Aqueous Form Filmng Foam (AR-AFFF), Midland Capping Kits, Magnetic Patches, a 10,000 gallon portable water tank, and equipment to remediate all types of tank care valves and fittings. UP also maintains two boom trailers in California (Chico and Dunsmuir), and one in Reno, Nevada.

In addition, UP maintains the Hazardous Materials Management Group (HMM)⁶, consisting of experts in hazardous material transportation safety, securement, and response. This group's focus is the safety of all UP employees, the communities where UP operates trains, and their customers. Their mission includes Prevention, Preparedness, Response and Recovery.

Collectively, the above resources support the respective industries needs and can offer an enhancement to the response of a major hazardous materials incident. They represent a component of what is needed to develop and maintain a comprehensive reliable response system.

CAPABILITIES AND REFINERIES

Along with the 60 Cal OES certified Haz-Mat Teams and taking into account the identified supplemental Haz-Mat response capabilities provided by the SCIMO, PMAO, BNSF and UP, four additional maps were developed depicting a capabilities footprint in correlation to the State's refineries and terminal locations. This Analysis takes into account the primary location of these capabilities and focuses specifically near the refineries and interface of the railway terminals. These maps capture an emergency response radius of 25 miles around each of the refineries, or approximately a one hour response time.

BAY AREA REFINERY GAP ANALYSIS - Map #4

As depicted in Map #4 (Bay Area), there is generally adequate coverage and Haz-Mat response capability near and adjacent to refineries and terminals, with the one exception being the Port of Stockton. Cal OES is working with the City of Stockton to address this deficiency. The City of Stockton has been developing a Hazardous Materials Team that has not yet been certified with the Cal OES/FIRESCOPE Haz-Mat Team Typing Program. The Bay area has a total of eight (8) Types 1; twelve (12) Type 2; and three

⁶ www.up.com

(3) Type 3 State certified Haz-Mat Teams⁷. In addition, Bay Area refineries and adjacent communities can obtain support from the PMAO, BNSF, UP and industry fire brigades depending on circumstances.

SOUTHERN CALIFORNIA REFINERY GAP ANALYSIS - Map #5

As depicted in Map #5 (Southern California) there is very good coverage and Haz-Mat response capability near and adjacent to refineries and terminals. With a total of nine (9) Type 1 and one (1) Type 3 State certified Haz-Mat Teams, as well as the support from the SCIMO and fire brigades at the refineries, all within a 25 mile radius of the refineries and terminals.

In addition, two (2) OSPR Emergency Response Cache/Trailers have been identified that are supporting local agencies within the region.

KERN AND CENTRAL COAST REFINERY GAP ANALYSIS - Map #6

As depicted in Map #6 (Kern & Central Cost) there is fair coverage and Haz-Mat response capability near and adjacent to refineries and terminals in Kern County. These capabilities include: one (1) Type 1 and one (1) Type 2 certified Haz-Mat Teams within a 25 mile radius of the refineries and terminals.

However, the Central Coast refineries do not have the same level of Haz-Mat response capability with both registered Type 2 State certified Haz-Mat Teams being well outside of the 25 mile support radius. Therefore, without specialized or enhanced Haz-Mat capabilities along and adjacent to the Central Coast refineries, there remains a significant risk to public safety and the environment in the event of a hazardous materials incident.

OTHER RELEVANT RESOURCES

- Department of Fish and Wildlife, Office of Spill Prevention and Response (OSPR):

The Department of Fish and Wildlife, Office of Spill Prevention and Response (OSPR), provides limited grants to local fire departments, tribes, and port districts, located adjacent to marine waters (coastal) that have responsibility for initially responding to a hazardous materials incident impacting a waterway. The grant provides for the procurement of an equipment cache or trailer that can be pre-positioned (or pre-staged). These equipment caches or trailers are deployed by the grantee to help contain the spill and protect local resources in the area. Twenty (20) Emergency Response Cache/Trailers have been identified that are supporting local agencies within the State. OSPR is currently developing an Inland Response Equipment Grant program that will mirror the Marine Grant Program and provide equipment caches or trailers to local government entities statewide along inland state waterways.

- United States Coast Guard (USCG) and the United States Environmental Protection Agency (US EPA):

As a part of the federal government response capability, in California, the United States Coast Guard (USCG) has existing response resources to include a Federal On-Scene Coordinators (FOSC) for

⁷ Incident Command System 420-1 FIRESCOPE Typing Guideline

hazardous material releases along the coast, in navigable waterways and in all of the ports in California. The USCG also has Port Captains and the Pacific Strike Team located at Hamilton Field in the Bay area. The level and quantity of USCG resources vary but are extremely robust.

In addition, the United States Environmental Protection Agency (US EPA) has existing response resources to include a FOSCs and significant resources located in two locations throughout California. The US EPA has fifteen (15) FOSCs with two warehouses of equipment and resources at the ready in support of hazardous materials releases incident occurs.

These Federal Agencies are coordinated and work within the California Standardized Emergency Management System (SEMS) and the Unified Command structure during any hazardous materials emergency.

CONCLUSION

The transportation of hazardous materials through both California's rural and densely populated communities our refineries and processing plants is an important component of the State's economy. However, the potential for a derailment, accidental, or deliberate release or spill of these hazardous materials is a constant risk.

The State, working in collaboration with local, federal, and private sector partners, must plan and prepare for the worst case scenario situation to ensure for the utmost protection and preservation of life, property, and the environment. The protection of the population must remain the primary goal.

This updated Gap Analysis outlines a number of significant gaps and deficiencies in California's ability to reliably, effectively, and safely respond to and mitigate a catastrophic hazardous materials spill, release or fire along our vast rail system. These gaps must be addressed to build out a comprehensive and reliable hazardous materials response capability that can be sustained and ready to respond to and mitigate the cascading impacts of a derailment resulting in the catastrophic release of hazardous materials.

While varying levels of capability currently exist, that includes specialized mutual aid assets in the urban areas of the State; this system is not fully developed or reliable. For the most part, the ability to respond to a minor or moderate event in these urban areas exists and occurs regularly. The challenge for the State is building the ability to effectively respond to and mitigate a catastrophic event, such as the cases which recently occurred in Illinois, West Virginia and LeBec, Canada.

In addition, municipalities and jurisdictions not located within urban areas have limited access to comprehensive hazardous material emergency response capabilities in the event of even a moderate Haz-Mat incident, let alone a catastrophic scenario. This gap is particularly acute in the rural and remote portions of the State. These areas lack the necessary response equipment and specialized sustained training to support and maintain a multi-agency emergency Haz-Mat response. This is a significant gap that must be addressed in a coordinated manner that is consistent with the State Standardized Emergency Management System and FIRESCOPE Resource Typing Program.

Part of this challenge is supporting a large percentage of responders who are unpaid professionals, particularly in the rural communities. The State and local jurisdictions depend on these resources. These critical assets have a unique set of requirements that must be considered and accounted for in maintaining their ongoing skills, knowledge and abilities. Further, beyond our unpaid responders, there is a continuing need for enhancing and maintaining municipal fire, Haz-mat and emergency management responders with resources for sustained training, planning, coordination, exercises, and equipment.

Adequate support for training, planning, and exercising remains an overall challenge. Currently, the U.S Department of Transportation (DOT) through the Pipeline Hazardous Materials Safety Program provides California a small grant totaling \$1.7 million to support State and local jurisdictions, Haz-Mat responders, and Local Emergency Planning Committees (LEPC). This grant, while helpful for hazardous materials planning and training is inadequate to fully prepare and equip responders for the ever increasing threats presented by the transportation of hazardous materials by rail.

Partnerships and collaboration with industry will remain a cornerstone in building and enhancing a comprehensive response system. However, while rail and petro-chemical industry-based response resources and contractors (depending on where they are located in the State) have been developed, and to a degree, may be available to support a catastrophic event, they are limited and focused for utilization by "member-only" organizations or specific industries.

There is currently no system-wide access to resources that are controlled by industry. These resources currently are made available on an ad-hoc basis. Consistent and ongoing information sharing, situational awareness and coordination of rail shipments or status and/or optics on resource availability remains a significant issue. There also exist joint concerns on liability and other fiduciary responsibilities for emergency response and recovery authority. Lastly, there have been concerns regarding the impact of potential labor disputes that may arise and the effect this will have on the availability and reliability of industry resources. These concerns are exemplified by the current labor dispute and the ensuing strike and shutdown of the Tesoro Golden Eagle Oil Refinery in Martinez, California.

Nevertheless, much more can be done between public and private entities to build a more robust and reliable response system by leveraging joint training capabilities and assets. A gap that continues to exist is the availability of adequate training opportunities, the associated costs of maintaining fully capable response forces and funds to ensure for adequate local and regional planning.

The Association of American Railroads operates the Security and Emergency Response Training Center (SERTC)⁸, which provides innovative and training to firefighters and Haz-Mat responders at their site in Pueblo, Colorado. BSNF and UP have provided funding to allow a set number of emergency responders to attend the SERTC rail car training free of charge each year. Unfortunately, this training has a waiting list of over a year for emergency responders and BNSF & UP have reduced the numbers of attendees from 750 to 500.

⁸ www.sertc.org

At times, the rail industry also offers on-site training at local fire departments. These are positive efforts, however, given the size and complexity of California and the sheer number of responders requiring training to develop and maintain skills, other avenues for building scalable training capabilities within California is essential. This includes enhancing training offered through the California Specialized Training Institute (CSTI) and the Office of the State Fire Marshal (OSFM) as well as expanding training center infrastructure, support and classes in conjunction with regional fire training authorities.

While California has a very robust emergency response system in place to protect lives, property and the environment, additional work needs to occur to enhance the State's overall hazardous material emergency response capability. Cal OES looks forward to working with local, state, federal and private sector partners, the railroad, and petro-chemical industries to ensure California is fully prepared and capable of effectively responding to and mitigating the possibility of a catastrophic hazardous materials accident.

SUMMARY OF GAP FINDINGS:

- While some varying levels of Haz-Mat response capability currently exist and some assets are available through mutual aid, predominantly in the urban areas of the State, it is still not a consistent and fully reliable system for worst-case scenarios.
- Municipalities and jurisdictions not located within urban areas have limited access to comprehensive hazardous material emergency response capabilities in the event of a moderate Haz-Mat incident, let alone a catastrophic one.
- Rural areas have very limited resources and capabilities such as necessary response equipment and specialized sustained training to support and maintain a multi-agency emergency Haz-Mat response.
- High-hazard areas for derailments are primarily located in the mountains with some high-hazard areas in urban areas such as in the San Bernardino-Riverside and San Luis Obispo regions.
- High-hazard areas do not reflect the locations of other types of rail accidents such as collisions.
- Due to the limited nature of Haz-Mat response resources, and the cost of maintaining qualified Haz-Mat teams, communities that do maintain these resources do not typically participate in the larger State Mutual Aid System.
- There are limited or no Haz-Mat teams located near the high-hazard areas in rural Northern California that meet response time criteria and/or operational standards.
- Other populated areas near rail routes, such as Stockton, San Luis Obispo, Santa Maria and Barstow contain only "non-certified" Haz-Mat teams.
- There are nine (9) Haz-Mat teams that for various reasons have not been certified as they do not currently meet the FIRESCOPE typing standards or have entered into the State program that Cal-OES coordinates.
- While private sector resources may present a robust capability and can provide specialized resources and technical assistance, much of the capability is comprised of fire brigades or contractors with dual responsibilities, having emergency response as a secondary role.

Attachment #1
State Certified Haz-Mat Teams

- The coordination, situational awareness and dispatch of private sector resources as part of a State's coordinated mutual aid response system is yet to be fully developed.
- More work and collaboration between public and private entities is required to adjudicate and integrate levels of capability and to fully realize joint training, equipment, exercises, information sharing and experience to build a reliable and actionable collective response system that meets required standards and criteria.
- While refineries have some level of firefighting capability or have agreements with local municipal fire departments to provide on-site or jurisdictional mutual-aid, training, planning and exercises, not all refineries have an organized fire brigade or fire assistance program such as the Southern California Industrial Mutual Aid Organizations (SCIMO) and Petro-Chemical Mutual Aid Organization (PMAO).
- While members of PMAO participate in the mutual aid planning process, no member is obligated to provide materials or equipment listed in the mutual aid plan as part of a regional public response capability.
- There is currently no reliability for, or system-wide access to industry-based resources that are controlled by industry.
- The Transportation Community Awareness and Emergency Response (TRANSCAER) Program has limited capabilities on the west coast to support training needs and is scheduled out a year or more in advance.
- While BNSF and UP provide funding for first responders to attend the Security and Emergency Response Training Center (SERTC) operated by the Transportation Technology Center, Inc. (TTI- a subsidiary of the Association of American Railroads), there exists a waiting list of over a year and BNSF and UP have reduced the number of attendees from 750 to 500 emergency responders per year from around the country.
- Because Central Coast refineries do not have the same level of Haz-Mat response capability with Type 2 State certified hazmat teams, without specialized or enhanced Haz-Mat capabilities along and adjunct to Central Coast refineries, there remains a significant risk to public safety and the environment in the event of a hazardous materials incident.
- There are joint concerns on liability and other fiduciary responsibilities for emergency response and recovery authority.
- As recently experienced during the strike and shutdown of the Tesoro Golden Eagle Refinery in Martinez, California, labor disputes would impact on the availability and reliability of industry resources.
- \$1.7 million provided by PHMSA is inadequate to support emergency Haz-Mat response needs.

CERTIFIED CALIFORNIA HAZ-MAT TEAMS, BY TYPE (Items highlighted is new data since last update) – AS OF 2/26/15

	Request #	Insp. #	Pass #	AGENCY	Operational and Local Identifier	Region	Unit Designation	Attained	Zip Code
TYPE 1	14	13	32	Burbank City Fire	XLC-BRK	I	HM-12	2-16-11	91505
	10	10	9	Glendale City Fire	XLC-GLN	I	HM-24	2-26-08	91208
	26	25	15	Vernon City Fire	XLE-VER	I	HM-151	5-14-09	90058
	45	40	23	Ventura County Fire	XVE-VNC	I	HM-50	6-23-10	93010
	46	41	28	Anaheim Fire	XOR-ANA	I	HM-8	9-21-10	92807
	18	17	30	Los Angeles County Fire	XLB-LAC	I	HM-150	12-27-10	91351
	51	46	37	Orange Co Fire Authority	XOR-ORC	I	HM-4	8-15-11	92612
	49	44	26	Orange Co Fire Auth. (formerly Santa Ana hm-9)	XOR-ORC	I	HM-79	6-22-10	92705
	54	48	34	Santa Monica Fire	XLA-SMA	I	HM-4	4-5-11	90404
	55	58	47	Santa Fe Springs Fire	XLE-SFS	I	HM # 851	10-9-12	90670
	6	6	11	Alameda County Fire	XAL-ACF	II	HM-12	3-10-08	94546
	43	62	52	Oakland City Fire	XAL-OKL	II	HM # 2599	8-23-13	94607
	22	45	31	San Jose City Fire	XSC-SJS	II	HIT-29	2-9-11	95134
	24	23	19	Santa Clara County Fire	XSC-CNT	II	HM - 2	12-16-09	95014
	1	1	1	Roseville City Fire	XPL-RSV	IV	HM-1	10-26-06	95678
	2	2	2	Sacramento City Fire	XSA-SCR	IV	HMRT-7	12-27-06	95823
	3	3	3	Sacramento City Fire	XSA-SCR	IV	HMRT-30	12-28-06	95835
	4	4	4	Sacramento Metro F.P.D.	XSA-SAC	IV	HM-109	7-13-06	95608
	42	36	25up	Bakersfield Fire Dept	XKE-BKF	V	HM-15	1-11-11	93314
	27	26	13	Clovis City Fire	XFR-CLV	V	HM-40	5-1-09	93611
	17	16	12	Fresno City Fire	XFR-FRN	V	HM-1	11-4-08	93703
	16	15	6	Fresno City Fire	XFR-FRN	V	HM-16	11-20-07	93722
	11	61	14up	Merced County F.D.	XMD-MRD	V	HM-62	3-13-13	95301
	32	30	41	Visalia Fire	XTU-VSA	V	HM-55	12-12-11	93291
	57	55	44u	Riverside City Fire	XRI-RIV	VI	HM-2	4-7-14	92503
	68	66	55	San Bernardino County Fire	XBO-BDC	VI	HM-74	4-7-14	92337
	9	69	56	San Diego City Fire	XSD-SND	VI	HM-1	5-30-14	92126
	48	70	57	San Diego City Fire	XSD-SND	VI	HM-2	5-30-14	92126
	15	14	7	U.S. Marine Corp Camp Pendleton	XSD-MCP	VI	HazMat 1	3-13-08	92055
	TYPE 1 TOTAL:								29
TYPE 2	66	65	53	Santa Barbara County	XSB-SBC	I	HM-31	10-7-13	93427
	59	67	59	Santa Barbara City	XSB-STB	I	HM-1	11-3-14	93101
	63	71	58	Belmont City Fire	XSM-BEL	II	HM-14	7-3-14	94002
	5	5	8	Contra Costa County JPA	XCC-CCH	II	HM-1	11-1-07	94553
	31	29	22	Humboldt Bay Fire Dept	XHU-EUR	II	HM-0190	4-21-10	95501
	41	35	33	Fremont City Fire	XAL-FRE	II	HM-57	4-4-11	94538
	53	51	48up	Livermore-Pleasanton	XAL-LAP	II	HM-92	10-16-12	94588
	33	31	17	Marin County Fire Haz-Mat JPA	XMR-MRN	II	HM-1	7-22-09	94945
	28	27	16	San Ramon Fire Prot. Dist	XCC-SRM	II	HM-35	6-19-09	94506
	8	8	18	Sonoma County Fire	XSN-SSR	II	HM-2936	11-02-09	95403
	25	24	24	Sunnyvale Dept. Public Safety	XSC-SNY	II	HM-2	6-1-10	94085
	35	32	29	Napa County Fire	XNA-NPA	II	HM-27	10-26-10	94558
	61	60	50	Salinas City Fire - Monterey County JPA	XMY-SLS	II	HM-2	1-7-14	93901
	44	39	35	San Francisco Fire	XSF-SFR	II	HM-1	4-5-11	94102
	50	45	38	Solano County O.E.S. (Fairfield City FD)	XSO-FRF	II	HM-1	8-24-11	94533
	23	52	45	Santa Clara City Fire	XSC-SNC	II	HM-9	6-19-12	95051
	36	33	20	Butte County Fire	XBU-BUT	III	HM-5	4-1-10	95928
	12	54	42	Shasta-Cascade HM JPA (Redding Fire)	XSH-SHS	III	HM-24	2-17-12	96002
	69	68	60	Placer Co. Fire (CDF)	XPL-PCF	IV	HM-10	2-1-15	95603
	13	12	10	Truckee Fire Prot. District	XTB-TRK	IV	HM-1	10-6-08	96161
	47	42	40	Kern County Fire	XKE-KRN	V	HM-66	11-2-11	93308
	60	59	49up	Corona City Fire	XRI-COR	VI	HM-4	4-5-13	92879
	56	57	43up	Hemet City Fire	XRI-HMT	VI	HM-1	6-5-12	92545
	64	63	51	Riverside County Fire	XRI-RRU	VI	HM-34	5-14-13	92596
	65	64	54	Riverside County Fire	XRI-RRU	VI	HM-81	10-15-13	92211
TYPE 2 TOTAL:								25	
TYPE 3	7	7	5	Long Beach Fire Dept.	XLF-LOB	I	HM-24	2-26-08	90802
	20	49	36	Mt. View Fire	XSC-MTV	II	HM-5	5-13-11	94043
	21	20	27	Palo Alto Fire Dept.	XSC-PAF	II	Rescue 2	8-2-10	94304
	58	56	46	Santa Rosa City Fire	XSN-SRS	II	HM-1	7-2-12	95404
	37	34	21	Butte County Fire	XBU-BUT	III	HM-64	4-1-10	95966
	30	53	39	Sutter County Fire	XSU-STC	III	Rescue 8	9-2-11	95991
TYPE 3 TOTAL:								6	
TOTAL TEAMS PASSED INSPECTION:								60	
<i>THESE TOTALS ARE ACTUAL - THEY WILL NOT JIVE WITH THE "QUICK-GLANCE" CHART TOTALS, as that chart includes counting and tabulating separately UP-GRADE INSPECTIONS, and FULL RE-INSPECTIONS.</i>									

NOTES: + Santa Barbara City HM-1 attained Type 2, 11-3-14.
 + Effective 1-1-2015, Butte County Fire has reduced the type status of HM-64 from Type 2 to Type 3. Chart reflects this change, - Type 3 up to 6.
 + Placer County Fire (CDF) HM-10 attained Type 2, 2-1-15. With Santa Barbara HM, this brings Type 2 total to 25, and TOTAL is 60.

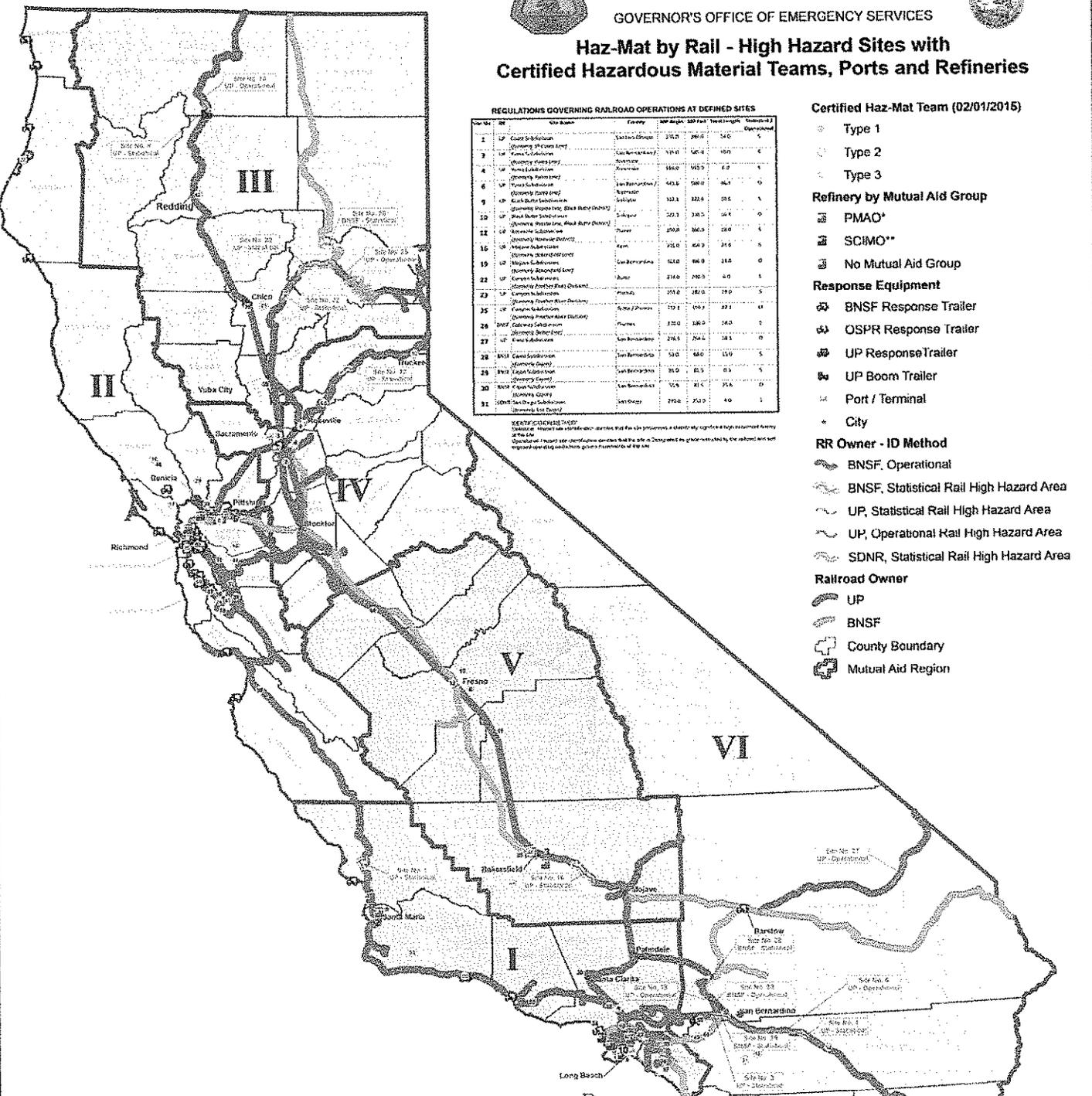
State of California
GOVERNOR'S OFFICE OF EMERGENCY SERVICES
Haz-Mat by Rail - High Hazard Sites with Certified Hazardous Material Teams, Ports and Refineries

REGULATIONS GOVERNING RAILROAD OPERATIONS AT DEFINED SITES

Site No.	RR	Site Name	County	RR Length	RR Feet	Truck Length	Truck Feet	Operational
1	UP	Coal Substation (Operating 24 Hours)	Sutter/Butte	130.0	260.0	140.0	280.0	Operational
2	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
3	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
4	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
5	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
6	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
7	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
8	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
9	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
10	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
11	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
12	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
13	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
14	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
15	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
16	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
17	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
18	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
19	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
20	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
21	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
22	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
23	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
24	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
25	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
26	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
27	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
28	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
29	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
30	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational
31	UP	Yuba City Refinery	Yuba	130.0	260.0	140.0	280.0	Operational

- Certified Haz-Mat Team (02/01/2015)**
- Type 1
 - Type 2
 - Type 3
- Response by Mutual Aid Group**
- PMAC*
 - SCIMO**
 - No Mutual Aid Group
- Response Equipment**
- BNSF Response Trailer
 - OSPR Response Trailer
 - UP Response Trailer
 - UP Boom Trailer
 - Port / Terminal
 - * City
 - RR Owner - ID Method
- RR Owner - ID Method**
- BNSF, Operational
 - BNSF, Statistical Rail High Hazard Area
 - UP, Statistical Rail High Hazard Area
 - UP, Operational Rail High Hazard Area
 - SDNR, Statistical Rail High Hazard Area
- Railroad Owner**
- UP
 - BNSF
 - County Boundary
 - Mutual Aid Region

REGULATIONS GOVERNING RAILROAD OPERATIONS AT DEFINED SITES
 Note: If a site is identified as a high hazard site, it is identified as such by the railroad owner. It is the responsibility of the railroad owner to ensure that the site is identified as such by the railroad owner and that the site is identified as such by the railroad owner.



Certified Haz-Mat Teams

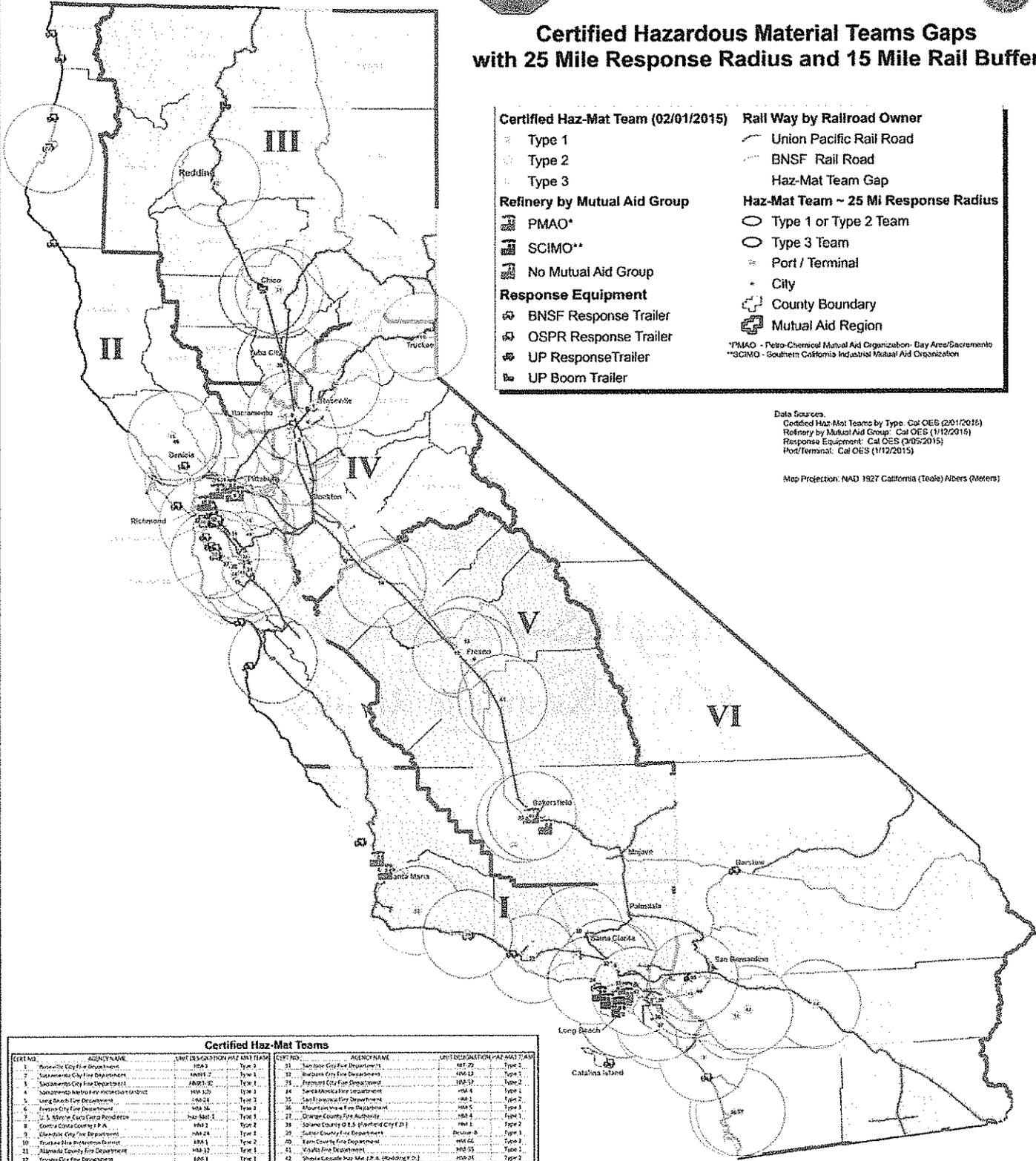
CERT. NO.	AGENCY NAME	REG. NO.	HAZ. MAT. TYPE	CERT. NO.	AGENCY NAME	REG. NO.	HAZ. MAT. TYPE
1	Northville City Fire Department	1001.7	Type 1	31	San Jose City Fire Department	101.25	Type 1
2	San Francisco City Fire Department	1001.7	Type 1	32	San Jose City Fire Department	101.25	Type 1
3	San Francisco City Fire Department	1001.7	Type 1	33	San Jose City Fire Department	101.25	Type 1
4	San Francisco City Fire Department	1001.7	Type 1	34	San Jose City Fire Department	101.25	Type 1
5	San Francisco City Fire Department	1001.7	Type 1	35	San Jose City Fire Department	101.25	Type 1
6	San Francisco City Fire Department	1001.7	Type 1	36	San Jose City Fire Department	101.25	Type 1
7	San Francisco City Fire Department	1001.7	Type 1	37	San Jose City Fire Department	101.25	Type 1
8	San Francisco City Fire Department	1001.7	Type 1	38	San Jose City Fire Department	101.25	Type 1
9	San Francisco City Fire Department	1001.7	Type 1	39	San Jose City Fire Department	101.25	Type 1
10	San Francisco City Fire Department	1001.7	Type 1	40	San Jose City Fire Department	101.25	Type 1
11	San Francisco City Fire Department	1001.7	Type 1	41	San Jose City Fire Department	101.25	Type 1
12	San Francisco City Fire Department	1001.7	Type 1	42	San Jose City Fire Department	101.25	Type 1
13	San Francisco City Fire Department	1001.7	Type 1	43	San Jose City Fire Department	101.25	Type 1
14	San Francisco City Fire Department	1001.7	Type 1	44	San Jose City Fire Department	101.25	Type 1
15	San Francisco City Fire Department	1001.7	Type 1	45	San Jose City Fire Department	101.25	Type 1
16	San Francisco City Fire Department	1001.7	Type 1	46	San Jose City Fire Department	101.25	Type 1
17	San Francisco City Fire Department	1001.7	Type 1	47	San Jose City Fire Department	101.25	Type 1
18	San Francisco City Fire Department	1001.7	Type 1	48	San Jose City Fire Department	101.25	Type 1
19	San Francisco City Fire Department	1001.7	Type 1	49	San Jose City Fire Department	101.25	Type 1
20	San Francisco City Fire Department	1001.7	Type 1	50	San Jose City Fire Department	101.25	Type 1
21	San Francisco City Fire Department	1001.7	Type 1	51	San Jose City Fire Department	101.25	Type 1
22	San Francisco City Fire Department	1001.7	Type 1	52	San Jose City Fire Department	101.25	Type 1
23	San Francisco City Fire Department	1001.7	Type 1	53	San Jose City Fire Department	101.25	Type 1
24	San Francisco City Fire Department	1001.7	Type 1	54	San Jose City Fire Department	101.25	Type 1
25	San Francisco City Fire Department	1001.7	Type 1	55	San Jose City Fire Department	101.25	Type 1
26	San Francisco City Fire Department	1001.7	Type 1	56	San Jose City Fire Department	101.25	Type 1
27	San Francisco City Fire Department	1001.7	Type 1	57	San Jose City Fire Department	101.25	Type 1
28	San Francisco City Fire Department	1001.7	Type 1	58	San Jose City Fire Department	101.25	Type 1
29	San Francisco City Fire Department	1001.7	Type 1	59	San Jose City Fire Department	101.25	Type 1
30	San Francisco City Fire Department	1001.7	Type 1	60	San Jose City Fire Department	101.25	Type 1

*PMAC - Petrochemical Mutual Aid Organization - Bay Area/Carson
 **SCIMO - Southern California Industrial Mutual Aid Organization

City Sources
 Local Safety Hazard Sites - (LSHS) California Public Utilities Commission (November 2010)
 Certified Haz-Mat Teams by Type: Cal OES (11/2015)
 Response Equipment: Cal OES (11/2015)
 Railroads: Caltrans
 Hazardous Systems classified by RR owners (02/15)
 Cal OES

Map #2
Certified Haz-Mat Teams Gaps
25 Mile Response Radius

Certified Hazardous Material Teams Gaps with 25 Mile Response Radius and 15 Mile Rail Buffer



Certified Haz-Mat Team (02/01/2015)

- Type 1
- Type 2
- Type 3

Refinery by Mutual Aid Group

- PMAO*
- SCIMO**
- No Mutual Aid Group

Response Equipment

- OSPR Response Trailer
- UP Response Trailer
- UP Boom Trailer

Rail Way by Railroad Owner

- Union Pacific Rail Road
- BNSF Rail Road

Haz-Mat Team Gap

Haz-Mat Team ~ 25 Mi Response Radius

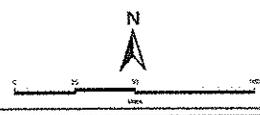
- Type 1 or Type 2 Team
- Type 3 Team
- Port / Terminal
- City
- County Boundary
- Mutual Aid Region

*PMAO - Petro-Chemical Mutual Aid Organization - Bay Area/Sacramento
**SCIMO - Southern California Industrial Mutual Aid Organization

Data Sources:
Certified Haz-Mat Teams by Type: Cal OES (02/01/2015)
Refinery by Mutual Aid Group: Cal OES (11/12/2015)
Response Equipment: Cal OES (05/2015)
Port/Terminal: Cal OES (11/12/2015)

Map Projection: NAD 1927 California (Teale) Albers (Meters)

Certified Haz-Mat Teams					
AGENCY NAME	UNIT DESIGNATION	HAZ MAT TEAM	AGENCY NAME	UNIT DESIGNATION	HAZ MAT TEAM
1. Amador City Fire Department	1001.1	Type 2	31. San Jose City Fire Department	101.29	Type 2
2. Astoria City Fire Department	1001.2	Type 1	32. Burbank City Fire Department	100.12	Type 1
3. Sacramento City Fire Department	1001.3	Type 1	33. Fremont City Fire Department	100.37	Type 2
4. San Bernardino Fire Department	100.120	Type 1	34. Santa Ana Fire Department	100.4	Type 1
5. Long Beach Fire Department	100.21	Type 1	35. San Francisco Fire Department	100.1	Type 2
6. Fresno City Fire Department	100.34	Type 2	36. Mount Shasta Fire Department	100.5	Type 1
7. U.S. Marine Corps Camp Pendleton	100.340.1	Type 1	37. Orange County Fire Authority	100.4	Type 1
8. Contra Costa County Fire	100.2	Type 2	38. Solano County O.E.S. (Hendrick City F.D.)	100.1	Type 2
9. Mendocino City Fire Department	100.24	Type 1	39. Contra Costa Fire Department	100.8	Type 2
10. Butte Fire Department	100.1	Type 2	40. Kern County Fire Department	100.56	Type 2
11. Alameda County Fire Department	100.12	Type 1	41. Wasco Fire Department	100.35	Type 1
12. Yreka City Fire Department	100.1	Type 1	42. Shasta County Fire Department	100.21	Type 2
13. Yuba City Fire Department	100.20	Type 1	43. Yuba City Fire Department	100.1	Type 2
14. Nevada County Fire Department	100.67	Type 1	44. Riverside City Fire Department	100.2	Type 1
15. Yreka City Fire Department	100.151	Type 1	45. Chico City Fire Department	100.9	Type 2
16. San Rafael Fire Protection District	100.19	Type 2	46. Santa Rosa City Fire Department	100.3	Type 2
17. Mono County Fire District #1	100.1	Type 2	47. Santa Fe Springs Fire Department	100.101	Type 1
18. Kern County Fire Department	100.205	Type 2	48. Livermore Fire Department	100.92	Type 2
19. Santa Clara County Fire Department	100.2	Type 1	49. Corona Fire Department	100.4	Type 2
20. Santa County Fire Department	100.1	Type 2	50. Salinas City Fire Department	100.2	Type 2
21. Santa County Fire Department	100.64	Type 1	51. Pomona City Fire Department	100.14	Type 1
22. Humboldt Bay Fire Department	100.8200	Type 2	52. Oakland City Fire Department	100.1200	Type 1
23. Ventura County Fire Department	100.50	Type 1	53. Santa Barbara County Fire Department	100.31	Type 2
24. Cameron Department of Public Safety	100.2	Type 2	54. Riverside County Fire Department	100.91	Type 2
25. Siskiyou Fire Department	100.17	Type 1	55. San Bernardino County Fire Department	100.21	Type 1
26. Orange Fire Authority (Under San Joaquin)	100.29	Type 1	56. San Diego City Fire Department	100.1	Type 1
27. Fire Authority Department	100.20	Type 1	57. San Diego City Fire Department	100.2	Type 1
28. California Fire Responder Station 10	100.3	Type 1	58. Jackson City Fire Department	100.14	Type 2
29. Napo City Fire Department	100.27	Type 2	59. Santa Barbara City Fire Department	100.14	Type 2
30. Los Angeles County Fire Department	100.100	Type 1	60. Placer County Fire Department	100.90	Type 2

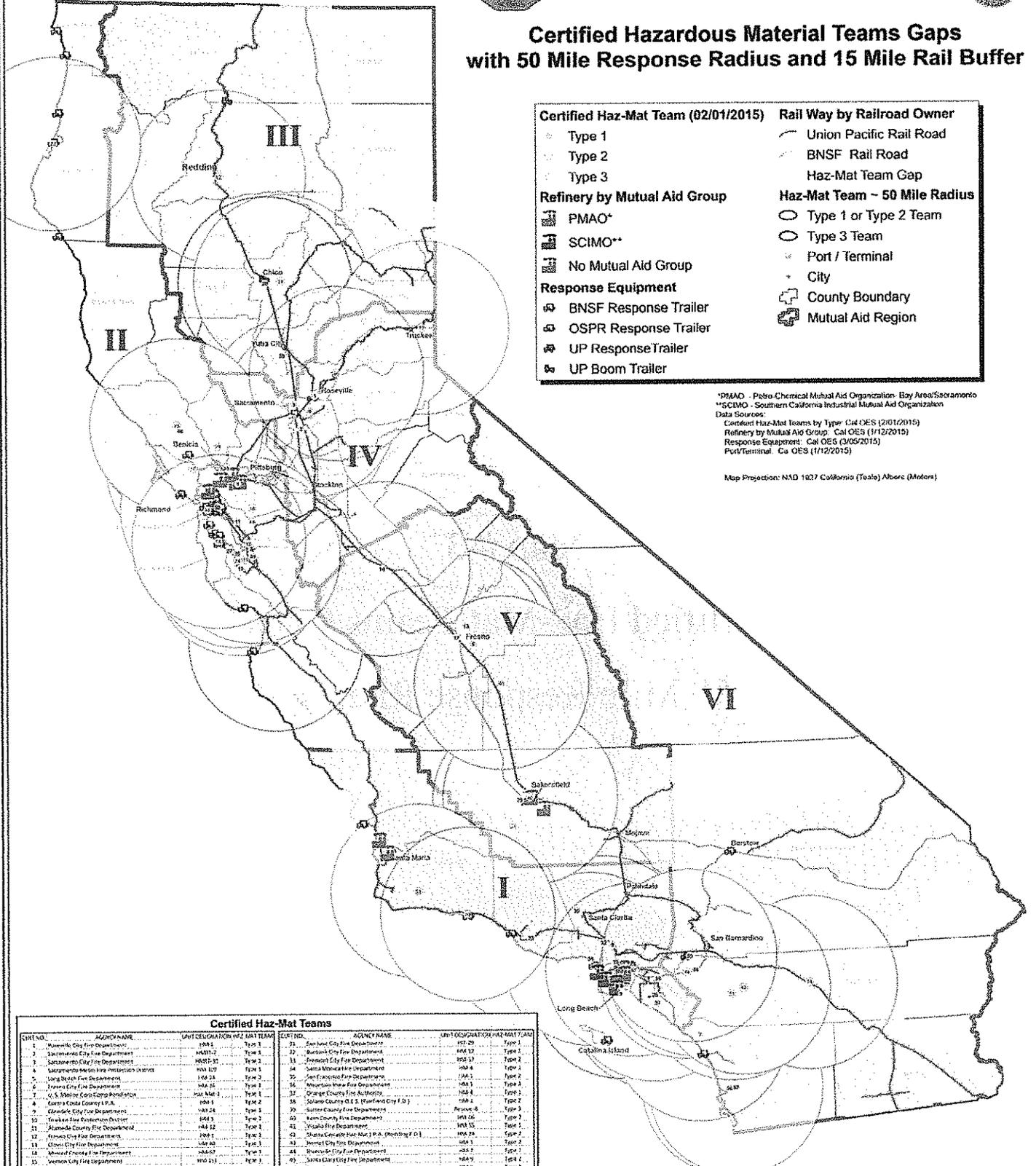


Map # 3

Certified Haz-Mat Teams Gaps

50 Mile Response Radius

Certified Hazardous Material Teams Gaps with 50 Mile Response Radius and 15 Mile Rail Buffer



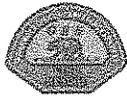
Certified Haz-Mat Team (02/01/2015)	Rail Way by Railroad Owner
Type 1	Union Pacific Rail Road
Type 2	BNSF Rail Road
Type 3	Haz-Mat Team Gap
Refinery by Mutual Aid Group	Haz-Mat Team - 50 Mile Radius
PMAO*	Type 1 or Type 2 Team
SCIMO**	Type 3 Team
No Mutual Aid Group	Port / Terminal
Response Equipment	City
BNSF Response Trailer	County Boundary
OSPR Response Trailer	Mutual Aid Region
UP Response Trailer	
UP Boom Trailer	

*PMAO - Petro-Chemical Mutual Aid Organization - Bay Area/Sacramento
 **SCIMO - Southern California Industrial Mutual Aid Organization
 Data Sources:
 Certified Haz-Mat Teams by Type: Cal OES (2/01/2015)
 Refinery by Mutual Aid Group: Cal OES (1/12/2015)
 Response Equipment: Cal OES (3/05/2015)
 Port/Terminal: Ca OES (1/12/2015)

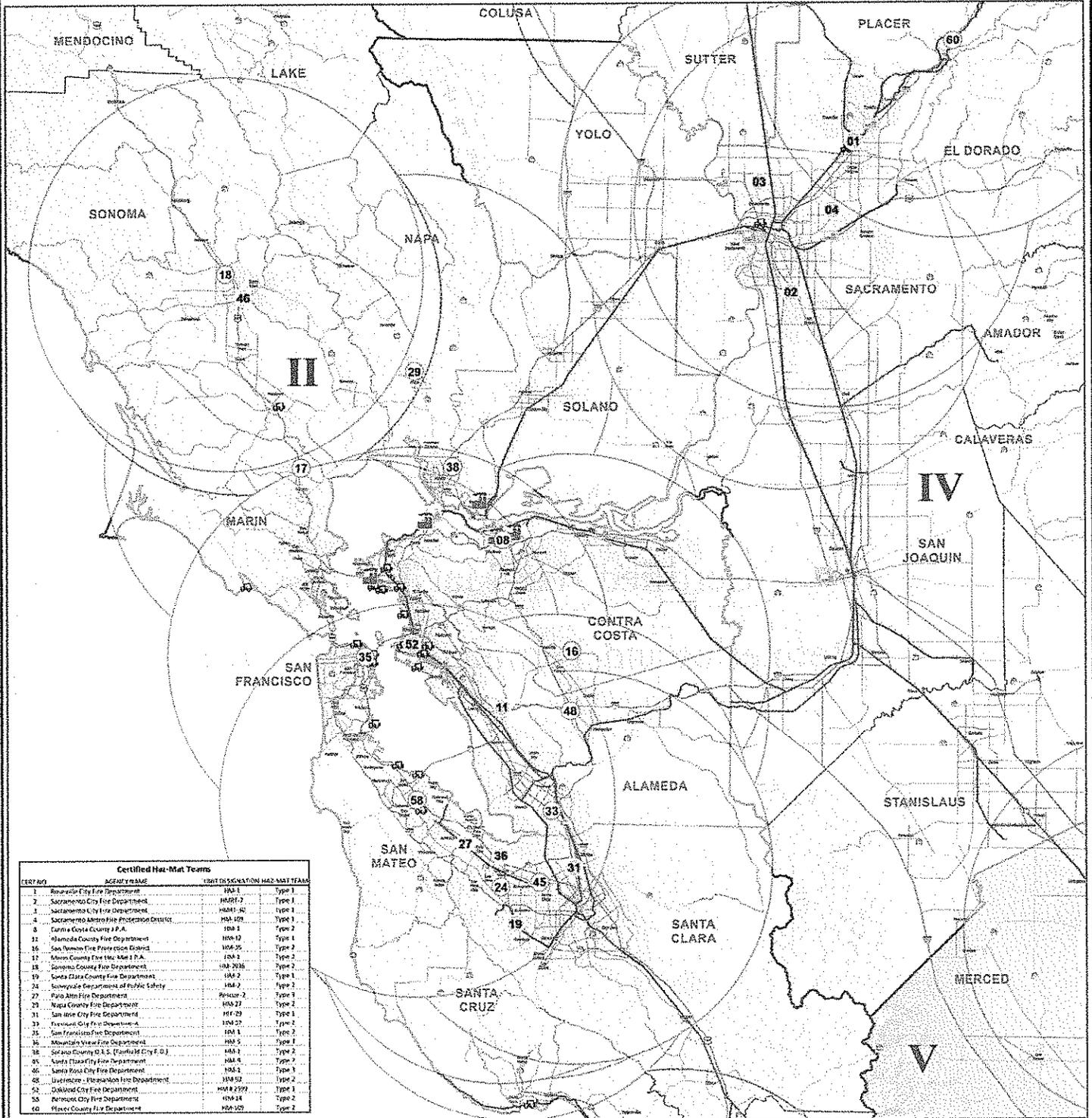
Map Projection: NAD 1983 California (Teale) Albers (Meters)

Certified Haz-Mat Teams							
SEQ NO.	AGENCY NAME	UNIT/DELEGATION	TYPE	CITY	AGENCY NAME	UNIT/DELEGATION	TYPE
1	Reverly City Fire Department	100-1	Type 1	31	San Jose City Fire Department	102-20	Type 1
2	Sacramento City Fire Department	100-1-2	Type 1	32	Burbank City Fire Department	106-37	Type 1
3	Sacramento City Fire Department	100-1-3	Type 2	33	Fontana City Fire Department	105-33	Type 1
4	Sacramento Metro Fire Department District	100-1-27	Type 1	34	Santa Ana Fire Department	104-4	Type 1
5	Long Beach Fire Department	104-24	Type 2	35	San Francisco Fire Department	104-1	Type 2
6	Travis City Fire Department	104-25	Type 1	36	Mountain View Fire Department	104-3	Type 1
7	U.S. Marine Corps Corps Installation	104-26	Type 1	37	Orange County Fire Authority	104-1	Type 1
8	Kaiser Steel Company P.A.	104-1	Type 2	38	Solano County O.E.S. (Fairfield City I.D.)	104-1	Type 2
9	Clatsop City Fire Department	104-24	Type 1	39	Sutter County Fire Department	104-8	Type 3
10	Tehama Fire Department	104-1	Type 2	40	Yuba County Fire Department	104-25	Type 1
11	Alameda County Fire Department	104-12	Type 1	41	Yuba City Fire Department	104-55	Type 1
12	Alameda County Fire Department	104-1	Type 1	42	Yuba City Fire Department	104-55	Type 1
13	Alameda County Fire Department	104-1	Type 1	43	Yuba City Fire Department	104-55	Type 1
14	Alameda County Fire Department	104-1	Type 1	44	Yuba City Fire Department	104-55	Type 1
15	Alameda County Fire Department	104-1	Type 1	45	Yuba City Fire Department	104-55	Type 1
16	Alameda County Fire Department	104-1	Type 1	46	Yuba City Fire Department	104-55	Type 1
17	Alameda County Fire Department	104-1	Type 1	47	Yuba City Fire Department	104-55	Type 1
18	Alameda County Fire Department	104-1	Type 1	48	Yuba City Fire Department	104-55	Type 1
19	Alameda County Fire Department	104-1	Type 1	49	Yuba City Fire Department	104-55	Type 1
20	Alameda County Fire Department	104-1	Type 1	50	Yuba City Fire Department	104-55	Type 1
21	Alameda County Fire Department	104-1	Type 1	51	Yuba City Fire Department	104-55	Type 1
22	Alameda County Fire Department	104-1	Type 1	52	Yuba City Fire Department	104-55	Type 1
23	Alameda County Fire Department	104-1	Type 1	53	Yuba City Fire Department	104-55	Type 1
24	Alameda County Fire Department	104-1	Type 1	54	Yuba City Fire Department	104-55	Type 1
25	Alameda County Fire Department	104-1	Type 1	55	Yuba City Fire Department	104-55	Type 1
26	Alameda County Fire Department	104-1	Type 1	56	Yuba City Fire Department	104-55	Type 1
27	Alameda County Fire Department	104-1	Type 1	57	Yuba City Fire Department	104-55	Type 1
28	Alameda County Fire Department	104-1	Type 1	58	Yuba City Fire Department	104-55	Type 1
29	Alameda County Fire Department	104-1	Type 1	59	Yuba City Fire Department	104-55	Type 1
30	Alameda County Fire Department	104-1	Type 1	60	Yuba City Fire Department	104-55	Type 1

Map # 4
Certified Haz-Mat Teams
Refineries and Terminals – Bay Area



Certified Hazardous Material Teams with Refineries and Terminals Bay Area



CERT #	AGENCY/TEAM	UNIT OR SQUAD/HAZ-MAT TEAM	TYPE
1	Roseville City Fire Department	HAZ 1	Type 1
2	Sacramento City Fire Department	HAZ01-02	Type 1
3	Sacramento City Fire Department	HAZ01-03	Type 1
4	Sacramento Metro Fire Protection District	HAZ 109	Type 1
5	Curia Costa County P.P.A.	HAZ 1	Type 2
6	Alameda County Fire Department	HAZ 10	Type 1
7	San Joaquin Fire Protection District	HAZ 25	Type 2
8	Marysville Fire Department	HAZ 1	Type 2
9	Sonoma County Fire Department	HAZ 2036	Type 2
10	Santa Clara County Fire Department	HAZ 2	Type 1
11	Sonoma County Department of Public Safety	HAZ 2	Type 2
12	Yuba City Fire Department	HAZ 2	Type 1
13	Napa County Fire Department	HAZ 27	Type 2
14	San Jose City Fire Department	HAZ 29	Type 1
15	Fresno City Fire Department	HAZ 07	Type 2
16	San Francisco Fire Department	HAZ 1	Type 2
17	Alameda County Fire Department	HAZ 5	Type 1
18	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
19	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
20	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
21	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
22	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
23	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
24	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
25	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
26	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
27	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
28	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
29	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
30	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
31	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
32	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
33	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
34	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
35	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
36	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
37	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
38	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
39	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
40	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
41	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
42	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
43	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
44	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
45	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
46	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
47	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
48	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
49	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
50	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
51	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
52	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
53	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
54	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
55	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
56	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
57	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
58	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
59	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2
60	San Joaquin County (Paso Robles City F.D.)	HAZ 1	Type 2



<p>Certified Haz-Mat Team (02/01/2015)</p> <ul style="list-style-type: none"> Type 1 Type 2 Type 3 <p>Haz-Mat Team - 25 MI Radius</p> <ul style="list-style-type: none"> Type 1 or Type 2 Team Type 3 Team 	<p>Refinery by Mutual Aid Group</p> <ul style="list-style-type: none"> PMAO* SCIMO** No Mutual Aid Group Port / Terminal <p><small>*PMAO - Private/Contract Mutual Aid Organization City Water Department **SCIMO - Southern California Industrial Mutual Aid Organization - Southern California</small></p>	<p>Response Equipment</p> <ul style="list-style-type: none"> BNSF Response Trailer OSPR Response Trailer UP Response Trailer UP Boom Trailer City Incorporated City 	<p>Transportation Network</p> <ul style="list-style-type: none"> Freeway Highway Primary Secondary Union Pacific Rail Road BNSF Rail Road
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Data Source:
 Certified Haz-Mat Teams by Type: Cal OES (11/20/15)
 Refinery by Mutual Aid Group: Cal OES (11/20/15)
 Fuel Terminal: Cal OES (11/20/15)
 Response Equipment: Cal OES (11/20/15)
 Gas Production: BAAI (11/20/15)

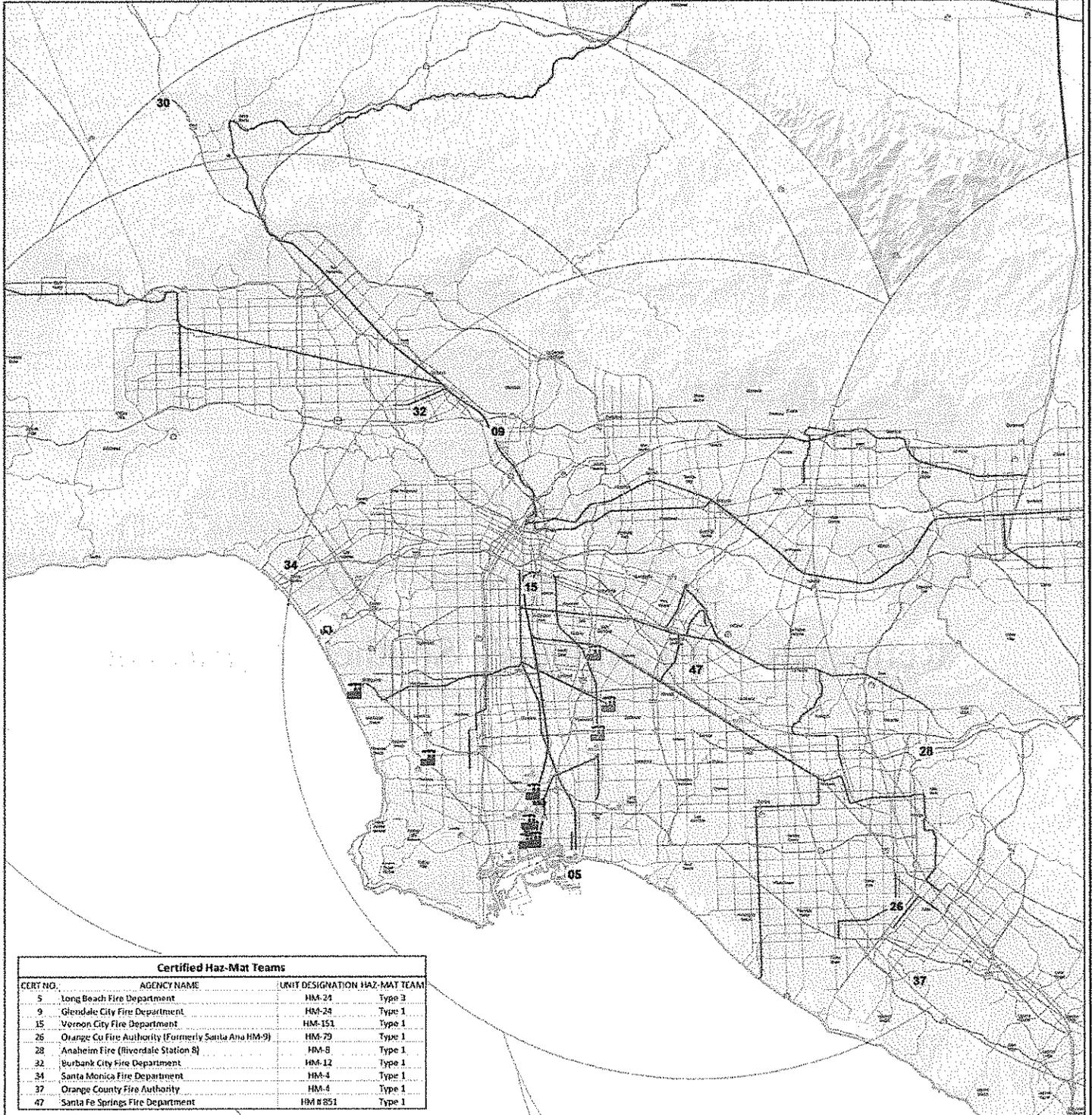
Map #5

Certified Haz-Mat Teams

Refineries and Terminals – Southern California



Certified Hazardous Material Teams with Refineries and Terminals Southern California



Certified Haz-Mat Teams		
CERT NO.	AGENCY NAME	UNIT DESIGNATION HAZ-MAT TEAM
5	Long Beach Fire Department	HM-24 Type 3
9	Glendale City Fire Department	HM-24 Type 1
15	Vernon City Fire Department	HM-151 Type 1
26	Orange Co Fire Authority (Formerly Santa Ana HM-9)	HM-79 Type 1
28	Anaheim Fire (Rivendale Station 8)	HM-8 Type 1
32	Burbank City Fire Department	HM-12 Type 1
34	Santa Monica Fire Department	HM-4 Type 1
37	Orange County Fire Authority	HM-4 Type 1
47	Santa Fe Springs Fire Department	HM # 851 Type 1



- Certified Haz-Mat Team (02/01/2015)**
- Type 1
 - Type 2
 - Type 3
- Haz-Mat Team ~ 25 Mi Radius**
- Type 1 or Type 2 Team
 - Type 3 Team

- Refinery by Mutual Aid Group**
- PMAO*
 - SCIMO**
 - No Mutual Aid Group
 - Port / Terminal
- *PMAO - (Petroleum Chemical Mutual Aid Organization) - Bay Area Organizations
**SCIMO - Southern California Institute of Mutual Aid Organizations - Southern California

- Response Equipment**
- BNSF Response Trailer
 - OSPR Response Trailer
 - UP Response Trailer
 - UP Boom Trailer
 - City Incorporated City

- Transportation Network**
- Freeway
 - Highway
 - Primary
 - Union Pacific Rail Road
 - BNSF Rail Road

Data Sources:
 Certified Haz-Mat Teams by Team: 02/01/2015
 Refinery by Mutual Aid Group: 02/01/2015
 Port Terminal: 02/01/2015
 Response Equipment: CALDES 1/2015
 Map Projection: NAD 83 UTM (North America Albers)

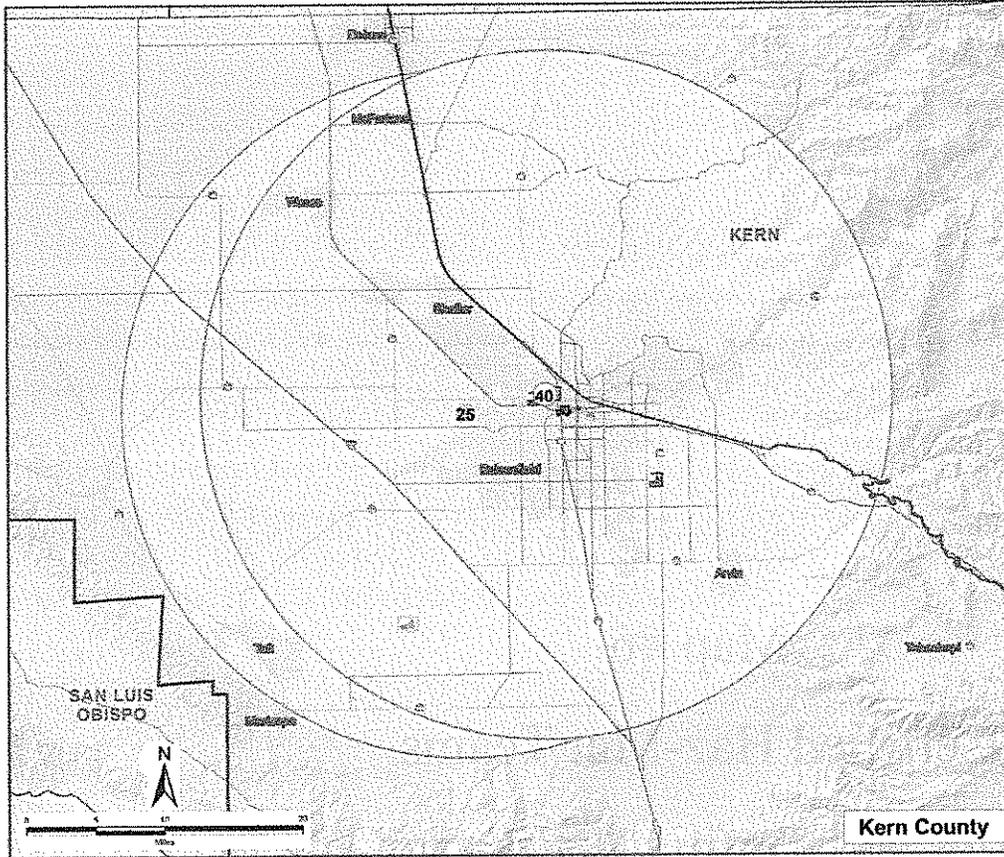
Map #6

Certified Haz-Mat Teams

Refineries and Terminals – Kern County
(Central Coast)



Certified Hazardous Material Teams with Refineries and Terminals Kern County ~ Central Coast



Certified Haz-Mat Team (02/01/2015)

- Type 1
- Type 2
- Type 3

Haz-Mat Team - 25 Mi Radius

- Type 1 or Type 2 Team
- Type 3 Team

Refinery by Mutual Aid Group

- PMAO*
- SCIMO**
- No Mutual Aid Group
- Port / Terminal

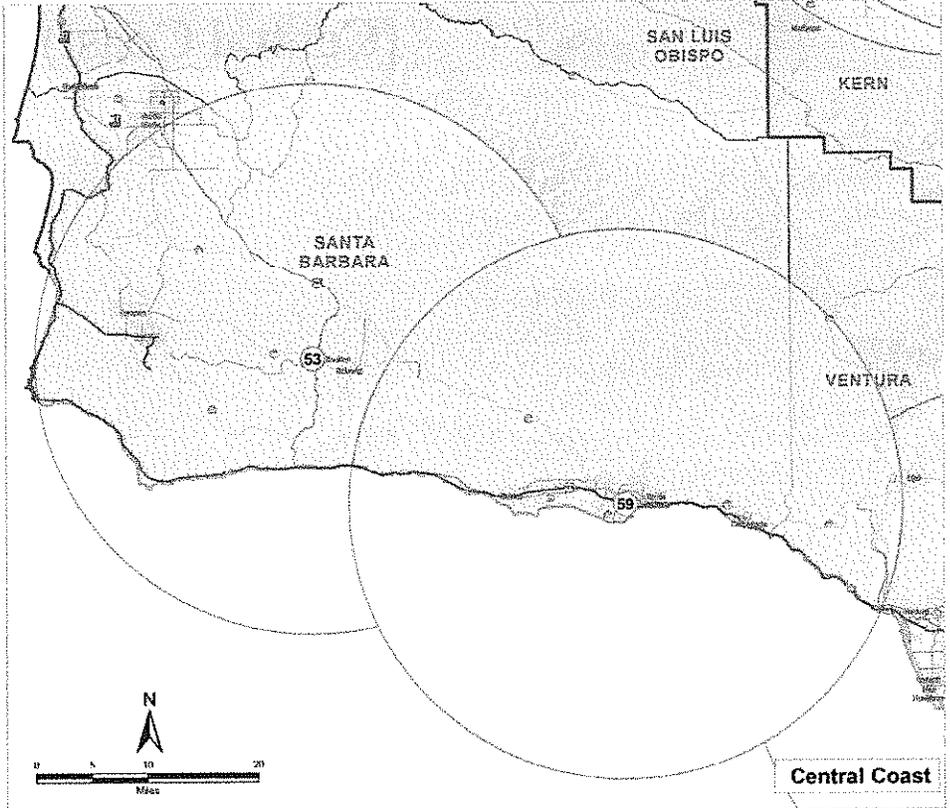
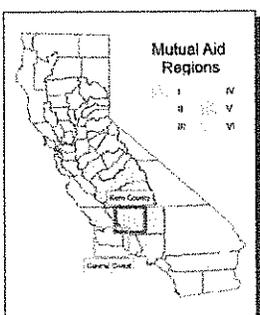
Response Equipment

- BNSF Response Trailer
- OSPR Response Trailer
- UP Response Trailer
- UP Boom Trailer
- City
- Incorporated City Boundary

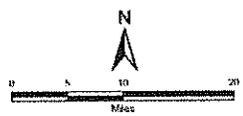
Transportation Network

- Freeway
- Highway
- Primary
- Secondary
- Union Pacific Rail Road
- BNSF Rail Road

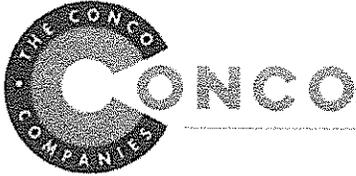
*PMAO - Petro Chemical Mutual Aid Organization Bay Area/SoCentral
 **SCIMO - Southern California Industrial Mutual Aid Organization - Southern California
 Data Sources:
 Certified HazMat Teams by Type: Cal OES (1/09/2015)
 Refinery by Mutual Aid Group: Cal OES (1/12/2015)
 Port/Terminal: Cal OES (1/12/2015)
 Map Projection: NAD 1983 (Texas) Albers (Meters)



Certified Haz-Mat Teams			
BAKERSFIELD			
CERT NO.	AGENCY NAME	UNIT DESIGNATION	HAZ-MAT TEAM
25	Bakersfield Fire Department	HM-15	Type 1
40	Kern County Fire Department	HM-66	Type 2
CENTRAL COAST			
53	Santa Barbara County Fire Department	HM-31	Type 2
59	Santa Barbara City Fire Department	HM-1	Type 2



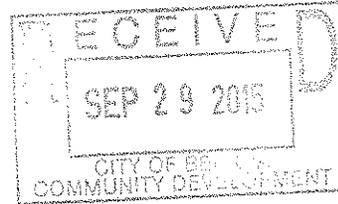
Central Coast



MAIN OFFICE
5141 Commercial Circle
Concord, CA 94520
PH: 925.685.6799
FX: 925.685.6851
LIC. # 199902

Southern California
13052 Dahlia Street
Fontana, CA 92337
Ph: 909.350.0474
Fx: 909.350.0475

Pacific Northwest
18644 72nd Avenue
Kent, WA 98032
Ph: 425.251.1684
Fx: 425.251.6546



September 29, 2015

City of Benicia
Planning Commission
250 East L Street
Benicia, CA 94510

Benicia Planning Commissioners:

Thank you for your thorough review of Valero's proposed Crude by Rail Project in both the Draft Environmental Impact Report and the Recirculated Draft Environmental Impact Report. The RDEIR supports the DEIR's findings that this project is simply a logistics project that will have a net positive impact on air quality in Benicia. I wish to commend the city and the independent experts for your exhaustive review and analysis. I am writing to offer my full support for the project and ask that the project please be approved without further delay.

Valero is a vital member of the Benicia community, and the city's largest employer, with 450 local employees and an additional 250 contractors onsite daily. The refinery and its activities create or support more than 3,900 jobs in the region, generating millions in additional tax revenues and increased economic activities. As a member of Benicia's business community, I can appreciate what a substantial impact this refinery has on the city's overall employment and tax revenue generation.

This project has undergone substantial review, including more than two years of analysis by independent experts. These experts have found that the project will actually have a net positive impact on greenhouse gasses by reducing the amount of crude delivered by ship. This is also an important part of supporting our domestic energy boom. In short, this project is a win-win by allowing the city's largest employer to remain competitive while decreasing greenhouse gas emissions.

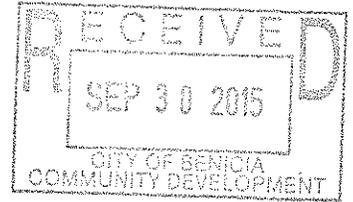
By reducing the overall environmental impact of their business, providing additional well-paying jobs and ensuring the refinery can remain competitive in a changing marketplace, Valero will help to ensure the success of Benicia and surrounding communities. Please prevent any further delay and approve Valero's crude by rail project.

Thank you,

Darren Ratekin
The Conco Companies

Amy Million

From: Gina Day <drginaday@outlook.com>
Sent: Tuesday, September 29, 2015 8:42 PM
To: Amy Million
Subject: Deny Permit for Valeri to Expand Crude by Rail



I oppose the expansion of Valero's crude by rail terminal due to public health risk, safety concerns, noise and traffic. As I sit here in the commission meeting, all of the speakers in favor of Valero's terminal stand to profit in some way. Valero and Union Pacific have lots to gain. Twenty long term jobs and a hundred short-term jobs during construction plus some more tax revenue doesn't seem worth the long term damage to air quality, noise, and risk of explosions and toxic emissions. Lac Megantic lost 47 lives, traumatized the survivors and the town is permanently a toxic uninhabitable disaster site.

All of Benicia should not bear the burden for the profit of a few.

Benicia deserves better and can do better. Benicia has a bright future and does not need to become even more dependent on Valero. Benicia's economy has other options and we can diversify into cleaner, safer, healthier businesses. Protect the quality of life and property values in Benicia.

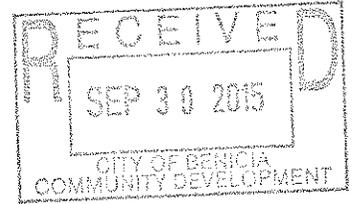
Thank you,

Gina Day, O.D.
3307 Fernwood St
Vallejo CA 94591
415-308-7794

Sent from Outlook <<http://aka.ms/Ox5hz3>>

Amy Million

From: Denise Janssen Eager <djansseneager@gmail.com>
Sent: Tuesday, September 29, 2015 6:08 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

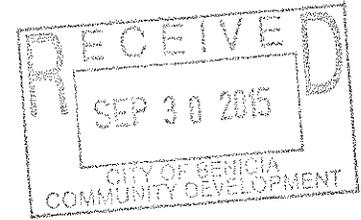
Sincerely,

Denise Janssen Eager
2527 N. Whitewater Club Drive, #D
Palm Springs, California 92262-2618

<<http://click.actionnetwork.org/mpss/o/5AA/kLwXAA/t.1qy/FLED7IP0QpaoGOlawVFbUw/o.gif>>

Amy Million

From: Michelle Oroz <michelleoro@yahoo.com>
Sent: Tuesday, September 29, 2015 11:40 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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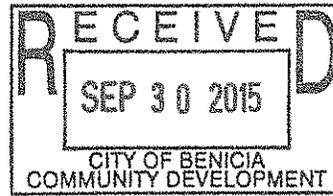
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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Michelle Oroz
14986 Shasta
Morgan hill, California 95037

<<http://click.actionnetwork.org/mpss/o/3gA/kLwXAA/t.1qv/IMByQ15VT-6sCqSMznH8Vg/o.gif>>



Commissioner

We are Gary and Virginia Cady we have lived in Benicia for a very long time. We have seen and experienced the benefit of having Humble/Exxon/Valero in our town.

This evening I attended the Planning Commission meeting on Valero EIR. It occurred to me that Approx. 50 years ago my wife and I were sitting in the same City Council Chambers at a meeting discussing Humble Oil's application to build a refinery here. Many of the same concerns, explosion, fire, smell, air quality, noise etc. were expressed. Now 50 years later none of those concerns have occurred. Benicia is the envy of Solano County and many other cities with a solid tax base.

I suggest that your vote should be on the Valero application not on National rail lines, bomb trains, fossil fuel, Canadian drilling methods etc. The opponents of CBR are attempting to make you responsible for these things which are beyond your realm.

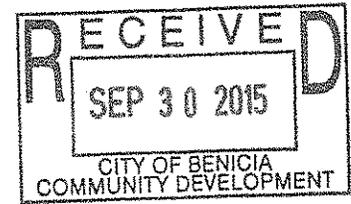
Valero has earned our support and the quarter million dollars plus in new revenue would certainly be a nice bonus.

Thank You

Gary & Virginia Cady
290 Carlisle Way
Benicia

Amy Million

From: Paul Rea <paulrea@sbcglobal.net>
Sent: Wednesday, September 30, 2015 10:25 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I write in deep concern over Valero's proposed oil train offloading facility in Benicia. Oil trains carrying explosive and toxic extreme crude have no place in urban areas. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

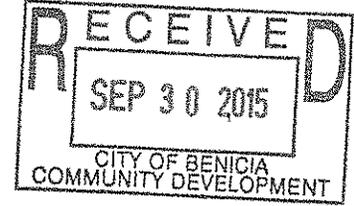
Sincerely,

Paul Rea
76 Newcastle Ct.
Newark, California 94560

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qv/kFG7cuy2TAK-kkwFTIOIAA/o.gif>>

Amy Million

From: Scott Wedge <sawedge@yahoo.com>
Sent: Wednesday, September 30, 2015 3:00 PM
To: Amy Million
Subject: Oppose Expansion of Crude by Rail - Valeri



Dear Amy E. Million, City of Benicia CA, Planning Division,

I strongly object to expansion of crude by rail by Valeri.

The Crude-By-Rail Safety Act of 2015 is a 2 year draft until further research and recommendations are presented and final legislation is introduced.

The legislation introduced by Senators Cantwell, Baldwin, Feinstein, and Murray is a stop-gap measure and while a step in the right direction consists primarily of fines for non-compliance, funding for disaster response planning, and funds for equipment and training for first responders.

The Crude-By-Rail Safety Act requires the Pipeline and Hazardous Materials Safety Administration (PHMSA) to draft new regulations.

I quote Senator Cantwell, ranking member on the Senate Energy and Natural Resources Committee; "We can't afford to wait for ten accidents per year, as estimated by the Department of Transportation." - "As more crude oil is moved by train, we're seeing a surge in derailments and explosions." - "Until we deploy safer tank cars and stronger safety rules, countless communities across the country face the risk of a devastating accident."

The magnitude of conflagration presented in a derailment of crude oil overwhelms first responders. It is a damage control response despite additional funding for training and equipment. You will lose Benicia, and quite likely the brave firefighters who attempt to mitigate the disaster.

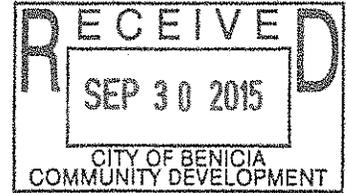
Do not give the citizens of Benicia and surrounding communities false hope that disaster training and a new fire truck will prevent loss of life and property.

Sincerely,

Scott Wedge
Lieutenant Firefighter, City of Pontiac, MI (Retired)
3307 Fernwood Street
Vallejo, CA 94591
248.977.7831
sawedge@yahoo.com

Amy Million

From: intexile@iww.org
Sent: Wednesday, September 30, 2015 3:28 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



I would like to add a few points:

- (1) The spokesperson from the BNSF touted that carrier's "safety" record, but BNSF was behind a push to reduce train crew size from 2 to 1 (the effort was beaten back by union resistance) and although California just passed SB 732, the carriers are fighting it;
- (2) Another point BNSF refuses to address is railroad worker crew fatigue;
- (3) The rail carriers routinely deploy overly long and heavy trains, a practice decried by railroad workers.

Also, in 2013, alone, more crude-by-rail accidents occurred than in the previous four decades combined. I don't care what Ms. Sparks told you, she isn't telling the whole truth.

From: Amy Million [mailto:AMillion@ci.benicia.ca.us]
Sent: Wednesday, September 30, 2015 8:39 AM
To: intexile@iww.org
Subject: RE: Public comment on Valero crude-by-rail project

Your comment has been received and added to the public record.

Amy E. Million

City of Benicia, Planning Division
desk: 707. 746.4372 <tel:707.%20746.4372>

From: Steve Ongerth [mailto:intexile@iww.org]
Sent: Friday, September 25, 2015 5:31 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project

Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

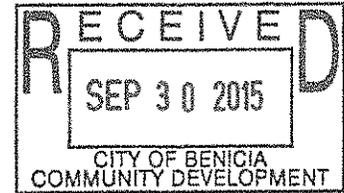
For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Steve Ongerth
1200 Brickyard Way, 104
Richmond, California 94801

Amy Million

From: Kent Minault <getkent@roadrunner.com>
Sent: Wednesday, September 30, 2015 1:37 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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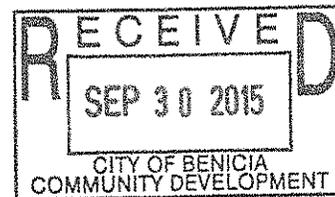
Sincerely,

Kent Minault
13214 Magnolia Blvd.
Sherman Oaks, California 91423

<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qv/q_W8grc3T2qaSuSePWEXVg/o.gif>

Amy Million

From: Devan Phenix <devanphenix@yahoo.com>
Sent: Wednesday, September 30, 2015 1:36 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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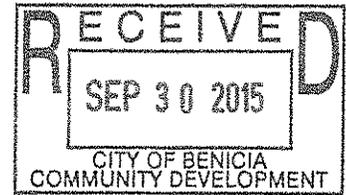
Sincerely,

Devan Phenix
16790 Rocker Rd
Rough and Ready, California 95975

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Amy Million

From: Sarah Bates <Sarahinparadise03@gmail.com>
Sent: Wednesday, September 30, 2015 1:33 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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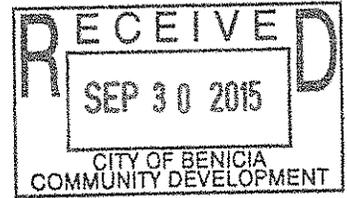
Sincerely,

Sarah Bates
5844 a James Drive
Paradise, California 95969

<http://click.actionnetwork.org/mpss/o/4AA/klwXAA/t.1qv/H_2JyDLwSrCY1yhp32SrgQ/o.gif>

Amy Million

From: Kareb Laslo <karenlaslo@gmail.com>
Sent: Wednesday, September 30, 2015 1:30 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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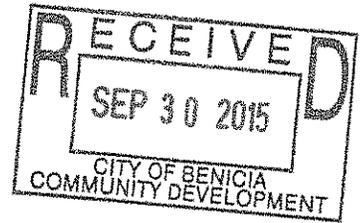
Sincerely,
Karen Laslo

Kareb Laslo
468 E. Sacramento Ave.
Chico, California 95926

<<http://click.actionnetwork.org/mpss/o/2gA/kLwXAA/t.1qv/p8YPifgiRdGMzvEiZKgpfA/o.gif>>

Amy Million

From: Chris Nelson <chris4pax@chico.com>
Sent: Wednesday, September 30, 2015 1:02 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Chris Nelson
2300 B Estes Rd
Chico, California 95928

<<http://click.actionnetwork.org/mpss/o/3QA/kLwXAA/t.1qv/fnGgtiawTDm9UXfeHNG-Wg/o.gif>>

Amy Million

From: Carol Denney <carol.denney@no-smoke.org>
Sent: Wednesday, September 30, 2015 12:33 PM
To: beniciaherald@gmail.com; opinion@timesheraldonline.com; Amy Million
Subject: Valero's Crude By Rail Project - comments

To: Amy Million, Principal Planner, Benicia Community Development Department
250 East L Street,
Benicia, CA 94510
amillion@ci.benicia.ca.us <mailto:amillion@ci.benicia.ca.us?subject=Comment%20for%20the%20record%20-%20Valero%20Crude%20By%20Rail>

Dear Ms. Million and Planning Commissioners,

My grandfather was a quiet, proud, intelligent man who was the first man in Somerset County, Pennsylvania to drive a car, among the best dancers in the county, and could captivate crowds playing banjo and euphonium in local bands while working as the county assessor.

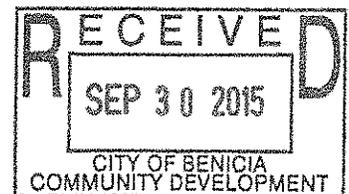
And he was a double amputee. He was hit by a coal train as an eight-year-old boy at a time when prosthetic limbs, especially for children, were nearly impossible to find. His life was one of navigating unbearable pain and mobility issues at a time when such things were not discussed.

We are still at the infancy of dealing well with trains racing through our communities, communities full of people who routinely miscalculate the danger. We still have injuries, collisions, and deaths at a growing rate despite the best efforts of planners so far, and no EIR which does not fully address the current increase in these accidents is adequate.

Please oppose Valero's Crude By Rail Project, which facilitates the crisis in global warming by using rail to export fossil fuels. We need to join together with the other communities which have taken a stand to commit to a safe and sustainable future while we still have the chance.

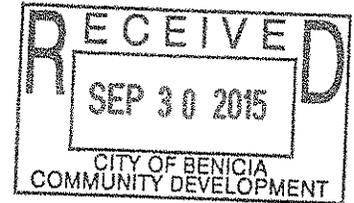
Sincerely,

Carol Denney
1970 San Pablo #4
Berkeley, CA 94702
510-548-1512



Amy Million

From: Bea Linn <JEDIRIDER@aol.com>
Sent: Wednesday, September 30, 2015 11:55 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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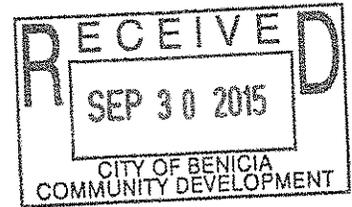
Sincerely,

Bea Linn
4113 Arbutus Ct.
Hayward, California 94542

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qv/1N4FG6nYSOOg2VIm01Napw/o.gif>>

Amy Million

From: Richard Mathews <richard@alumni.caltech.edu>
Sent: Wednesday, September 30, 2015 11:28 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

As a citizen living along the train route and as a candidate for State Senate representing a district with a million residents, many right along the route from Van Nuys to Moorpark, I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community of Chatsworth and the 27th State Senate district.

Southern California is united in opposition to this project. We don't want these trains coming through our neighborhoods. The Los Angeles City Council is the largest of the many governments that have called for rejecting the project. The Los Angeles County Democratic Party, the Democratic Party of the San Fernando Valley, and many local clubs in my district have made similar calls.

Chatsworth had a terrible train accident a few years ago right next to many homes. What would that accident have looked like if an oil train had been involved?

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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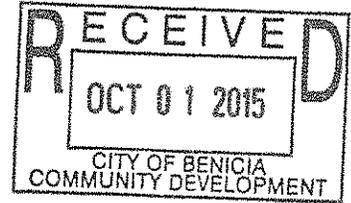
Sincerely,

Richard Mathews
18810 San Fernando Mission Blvd
Northridge, California 91326

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Amy Million

From: B4alltime <b4alltime@aol.com>
Sent: Wednesday, September 30, 2015 8:21 PM
To: Amy Million
Subject: Valero CBR RDEIR



9/30/15

Ms. Million;

Please accept this communication on behalf of the Planning Commission members with regard to the pending Valero Crude By Rail Application and forward it to them for consideration.

I read, with regret, that oral public input on this application has been terminated, but I believe that the public should have at least one more opportunity to express their opinions on this project in person.

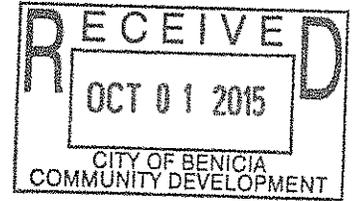
As expressed by the Sacramento Area Council of Governments (SACOG) in their 9/15/15 letter to the Commission and by the National Resource Defense Council in their 9/23/15 letter the length, complexity and technical nature of the application taken as a whole is now overwhelming. "Mind numbing" barely describes the experience of once again beginning with the original permit application and proceeding through all of the relevant documents, then integrating the new RDEIR. As an individual still participating actively in the work force, I find it very hard to dedicate the amount of time that it deserves to this important effort .

The schedule for oral public input into the application was originally published before the deadline for written public input was extended. It stands to reason that the opportunity for oral input should also be extended now that the window for written comments has been widened. I request that the window for written comments be extended another 15 days as recommended by SACOG and that the citizens of Benicia and all other interested parties are given another opportunity to express their opinions on this project nearer to the end of the reception period for written remarks.

Sincerely,
James Egan
826 Southampton Road
Suite B, #271
Benicia, CA 94510

Amy Million

From: Joseph_Rizzi <Joseph_Rizzi@sbcglobal.net>
Sent: Wednesday, September 30, 2015 6:18 PM
To: Brad Kilger; Amy Million
Subject: Benicia CBR Comment by Joseph Rizzi
Attachments: Emergency Response SAFETY Rail Car.docx



I support the Construction of new updated and expanded rail offloading facilities on Valero's property by Valero.

I would like to see Valero the Rail Road and Benicia fire department work on construction and creation of a "Emergency Response Safety Rail Car" that would accompany all Valero shipments in California. The people of Benicia, the city, state, refinery, oil industry and railroad will be better prepared if the Safety equipment needed to handle an accident was readily available (like the spare tire in your car).

Please add this and the attached into the comments for consideration.

Thanks,

Joseph Rizzi -- Cel: 707-208-4508 -- Email: Joseph_Rizzi@sbcglobal.net

Emergency Response SAFETY Rail Car

SAFETY Rail Car – A new concept of a rail car that has the ability to aid in the containment and extinguishing of fires and/or liquids if an accident occurs at any point in a trains travels.

- A Safety Rail Car – could be required with all trains that carry volatile or hazardous liquids and be equipped with the following:
 - Water to help put out fires (10,000 gallons)
 - <http://firegel.com/> or <http://www.soilmoist.com> or the dry equivalent (to be added to water to aid in putting out fires and to help absorb any leaked liquid to help in containment)
 - Inflatable containment units; like AquaDam or Dam-it-Dams to contain liquids.
 - Inflatable storage units to temporarily store liquid rail contents instead of letting the liquid spilling out on the ground. (extra AquaDam bladders)
 - Pipes of various sizes to work with inflatable containment units to protect streams and life downstream at the same time of letting most of the water to continue. Most transported fluids would be mostly lighter than water, so if you put in the pipes and then deploy the inflatable containment unit over it most of the spill can be contained locally; while also aiding in the cleanup process.
 - Magnetic Patches and other equipment to fix or repair damage to cars.
 - Fire type hoses to connect to pump, nozzles and tank cars.
 - Pump with fuel to be able to perform multiple tasks:
 - Pressurize water to shoot at burning and nearby area to stop the spread of fire.
 - Utilize nearby sources of water to aid in fire situations.
 - Inflate inflatable containment units.
 - Drain leaking car of fluids into temporary containment units.
 - Remove contents leaked into streams into containment units.
 - Disperse Soilmoist type material to help contain Liquid spills.
 - Emergency numbers and process to call in a fire fighting retardant air tanker with 15 to 30 minute response time of reporting fire accident. Time to get to incident dependent on travel time.
-

Oil Companies – can require a rail company to transport a **Safety Rail Car** with each train that is transporting it's product to them. They can also require specific types of rail cars acceptable.

Rail companies – can make it a standard practice to always have a **Safety Rail Car** with each train that transports hazardous or volatile liquids.

Cities and State– can tax rail cars that carry hazardous liquids, and exempt or reduce the tax if the train has a **Safety Rail Car** traveling with it. Also a higher tax can be applied for lesser quality liquids rail cars.

Federal – can update the rail safety standards to require rail companies to have a **Safety Rail Car** if it is hauling any hazardous or volatile liquids.

I was sad to read the RDEIR in seeing the lack of responsibility in being able to address the SAFETY concerns. We all need to do what we can to keep people and the environment as safe as possible and have good processes in place when accidents happen, wherever they happen.

Joseph Rizzi Joseph_Rizzi@sbcglobal.net
Inventor
707-208-4508

Emergency Response SAFETY Rail Car cont.

In reading about the controversy regarding transporting of hazardous and volatile liquids, it was obvious to me that there is a real lack of ownership and ability to deal with accidents in remote areas. I am not talking about LEGAL responsibility; I am talking about MORAL responsibility. When these types of liquid products are transported, the equipment needed to address issues if they come up needs to be readily available. Having a Safety Rail Car on hand and available to quickly deal with, contain or properly handle most all situations is forward thinking. Adding one extra "Safety Rail Car" to each train traveling with these types of liquid cargo is not much to ask. The railroad or product purchasing companies should self imposed this safety measures because it is in their best interest before City, State or Federal taxes and rules, force the cost of safety and incidents on them. Also having these Safety Rail Cars at strategic points will also increase safety, because trains can easily reach and bring help to a rail accident from either or both directions.

Below is an excerpt from the Valero Benicia Crude by Rail RDEIR:

Page 128 http://www.ci.benicia.ca.us/vertical/Sites/%7B3436CBED-6A58-4FEF-BFDF-5F9331215932%7D/uploads/Valero_Benicia_Crude_by_Rail_RDEIR_Complete_Version.pdf?utm_source=Action+Alert+-RSVP+for+Benicia+PC+Meeting+%28September+2015%29&utm_campaign=benicia+herald&utm_medium=email

However, depending upon the location of an oil spill along the UPRR main line tracks, there may be no oil spill containment or cleanup equipment immediately available, and it could take some time for emergency response teams to mobilize adequate spill response equipment. Depending up on the location of the spill, this could allow enough time for the spill to affect water resources.

Mitigation Discussion

Requiring compliance with SB 861 (with or without assuring that all first response agencies along main line routes that could be used to transport Project-related crude oil have been provided a copy of the Oil Spill Contingency Plan) could lessen the potential significance of secondary effects to hydrology and water quality during a train derailment and subsequent oil spill. However, for the reasons discussed above, it would be infeasible for the City to require this as a mitigation measure. Therefore, this secondary hazards and hazardous materials impact would remain significant and unavoidable.

Mitigation Measures:

None available

UPRR Hazardous Material Emergency Response

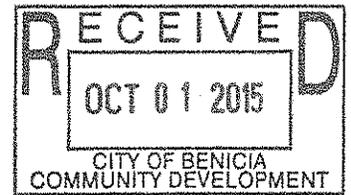
Details of UPRR emergency response are provided in their HMERP (see Appendix H). In general, should an incident happen involving hazardous materials (such as crude oil), UPRR would contact the appropriate agencies / first responders to contain the incident and stay on scene until control/clean up is finished. UPRR personnel from their Roseville, California office would be responsible for incidents that may happen between Roseville the California border and the Refinery. Available UPRR equipment includes firefighting trailers consisting of alcohol resistant-aqueous form filming foam, midland capping kits, magnetic patches, a 10,000 gallon portable water tank, and equipment to remediate tank car valves and fittings. Two boom trailers are stored in Chico and Dunsmuir, and another in Reno, Nevada (OES, 2015). In addition, UPRR currently has three (3) emergency response contractors in northern California that cover Benicia. Two of the contractors are US Coast Guard approved Oil Spill Response Organizations (OSROs). One of the OSRO certified contractors is located in the Benicia area.

Let's all work together to stay safe,

Joseph Rizzi [Joseph Rizzi@sbcglobal.net](mailto:Joseph.Rizzi@sbcglobal.net)
Inventor
707-208-4508

Amy Million

From: Julie Ostoich <jostoich@hotmail.com>
Sent: Wednesday, September 30, 2015 8:21 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

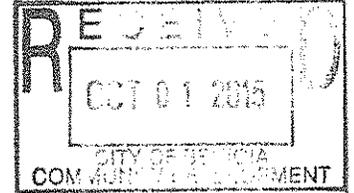
Sincerely,

Julie Ostoich
3330 Kordes Way
Sacramento, California 95826

<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qw/qDZ8i5_LQWeib1dOhAf3Qw/o.gif>

Amy Million

From: Laura Herndon <laura.herndon@disney.com>
Sent: Thursday, October 01, 2015 8:23 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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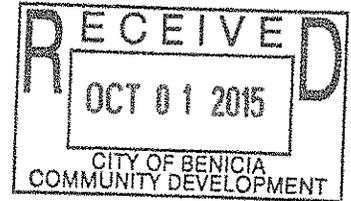
Sincerely,

Laura Herndon
3311 W. Alameda Ave #F
Burbank, California 91505

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1qw/TRaoUsUzTXaLJwyJraT66g/o.gif>>

Amy Million

From: Joni Clark Stellar <clarkstellar@gmail.com>
Sent: Thursday, October 01, 2015 8:36 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. My family lives near the tracks through the Feather River Canyon, one of the most dangerous stretches of track in the country. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community and much of Butte County, plus many other counties along the tracks. Emergency services have publicly stated they are NOT prepared to handle a derailment of explosive and toxic oil crude. Water supplies for 22 million Californians are at risk of contamination.

Bringing oil trains into Benicia will create unacceptable increases in toxic air and water pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

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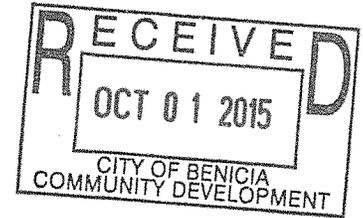
Sincerely,

Joni Clark Stellar
2965 Madre de Oro Place
Yankee Hill, California 95965

<<http://click.actionnetwork.org/mpss/o/1AA/kLwXAA/t.1qw/7q2mbfGwRXa1lt6xHr29UQ/o.gif>>

Amy Million

From: Brad Kilger
Sent: Thursday, October 01, 2015 1:20 PM
To: Amy Million
Subject: Fwd: Valero CBR



Sent from the Samsung Galaxy Rugby Pro, an AT&T LTE smartphone

----- Original message -----

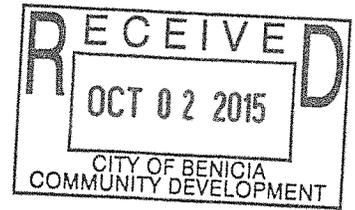
From: Allen Kaplan <alkap@sbcglobal.net>
Date: 10/01/2015 1:19 PM (GMT-08:00)
To: Brad Kilger <BKilger@ci.benicia.ca.us>
Subject: Valero CBR

No CBR until and unless the railroad safety issue is solved. Too many spills across the country. Why should we be the next disaster city?

Allen Kaplan
Former supporter of CBR

Amy Million

From: tonatiuh beltran <tonatiuh.beltran@gmail.com>
Sent: Thursday, October 01, 2015 10:37 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

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In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

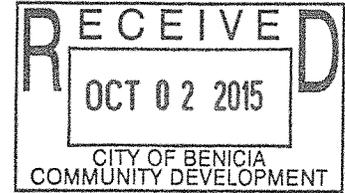
tonatiuh beltran
22 Belle Ave
San Anselmo, California 94960

<<http://click.actionnetwork.org/mpss/o/3wA/kLwXAA/t.1qx/iXHZwzTJR0GzSD6UfZVFJw/o.gif>>

Amy Million

From: The Crumpton's <crumpton2013@gmail.com>
Sent: Thursday, October 01, 2015 10:25 PM
To: Amy Million
Subject: Family Planning to Build Roots and a Business in Benicia is Against the Crude by Rail Project

Hello,



My name is Danny Crumpton and me and my family live on Buckeye Court in Benicia. My daughters go to Joe Henderson Elementary and Noah's Ark Preschool.

We are completely against the Valero request to be able to deliver crude via rail project. I have read through the report, read about other instances of crude rail derailments and it appears the risk to the public's health and safety far out way any economic issues that might arise if Valero is allowed to do this.

I am a business man and I understand the role economically that Valero plays within the City of Benicia. I am a beneficiary to some extent from the business Vallejo generates, but I believe the project goes too far. From what I understand (Correct me if I am wrong) here are the major concerns regarding this project:

Basics Against:

- Could contribute to more air pollution
- Could damage the local environment
- An accident could cause a major disaster
- Concern the railway infrastructure is old and not stable enough
- The trains being uses are not sufficient and were not meant to carry dangerous material

Basics for:

- Fear if Valero does not get this, they could close up and leave Benicia
- Could create more jobs in Benicia
- Fiscally could impact local residents and local business who support the refinery and oil industry if they do not get this.

I understand the arguments for, but the long term economic effects of more pollution, environmental degradation and a major disaster could economically cost the City of Benicia more in the long run. Not to even mention the most import issue, is the threat to lives if an accident happens. It is pretty simple, this threat far out ways and anything since a region can recover from the economic fallout if Valero leaves.

If Valero leaves, we as a community need to prepare to diversify our local economy to ensure the long term viability of the City and to ensure we are not held hostage by one industry/business. My goal is to build roots in Benicia, but it would break my heart if one of my family members or friends within the community were gravely affected by an accident that was caused by Valero shipping oil via train.

This article from the Weather Channel sums it up my concern. If you have not seen it, I urge you to please review it (I believe the Weather Channel is politically neutral). <http://stories.weather.com/boom>

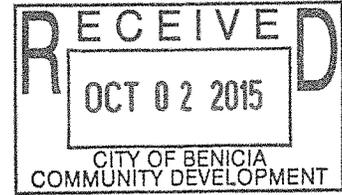
Thank you for hearing me out.

Regards,

Danny Crumpton

Amy Million

From: Jamie Zazow <jzazow@roadrunner.com>
Sent: Thursday, October 01, 2015 7:03 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Jamie Zazow
733 Marine Street
Santa Monica, California 90405

<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qx/5h_EO31CT02ICvDJH0IZcQ/o.gif>